JAPANESE MERCHANT SHIPS

RECOGNITION MANUAL

ONI 208-J

(REVISED)

RESTRICTED

In reply refer to Initials and No.
Op–16–P–2
A10–3(2)/EN3–10
RESTRICTED
Serial No. 3738216

NAVY DEPARTMENT
OFFICE OF THE CHIEF OF NAVAL OPERATIONS
WASHINGTON

O. N. I. 208-J (Revised)
JAPANESE MERCHANT SHIPS

1. This manual, O. N. I. 208-J (Revised), Japanese Merchant Ships may be regarded as superseding O. N. I. 208-J as originally issued. It is designed to provide the submarine, air, and surface forces of the United Nations with recognition material and statistical data calculated to facilitate successful attack upon units of the Japanese merchant fleet. As originally issued, O. N. I. 208-J contained information on approximately 50 percent of Japanese merchant vessels. While the appearance and characteristics of a high percentage of larger ships were covered in the original manual, little information was furnished on vessels of less than 3,000 tons. O. N. I. 208-J (Revised) lists all Japanese merchantmen known to have existed at the outbreak of war—approximately 1,300 ships. Of this number, the appearance of about 90 percent has been expressed in "coded" form, and 85 percent are covered by drawings and photographs. The greater number of ships for which no appearance data have been provided are ships built prior to World War I, and may be regarded as obsolete.

2. O. N. I. 208-J (Revised) is classified as "Restricted." It is considered important that responsible officers give this manual free circulation wherever it can be used to advantage by personnel under their command. Since it is hoped that the manual will prove of value to the air components of the armed forces as well as surface and subsurface vessels, its employment in aircraft is specifically authorized.

3. Additional information or corrections to the contents of this manual which may become available to personnel of the Navy or Merchant Marine should be forwarded to the Division of Naval Intelligence without delay.

R. E. Schuirmann.

R. E. SCHUIRMANN,
Rear Admiral, U. S. Navy,
Director of Naval Intelligence.

Prior to the outbreak of war the Japanese merchant fleet was rated as one of the largest in terms of tonnage. The building program of the thirties has made it one of the most modern of merchant fleets, offering greatly improved express freight and passenger services to all parts of the world. It has become apparent that these modern vessels were built with the predominant purpose of functioning as auxiliaries to the Japanese Navy, for the cream of the Japanese merchant fleet has appeared in all the theaters of war, regardless of the seemingly unwarranted risks taken by these ships.

Ship names often appear which cannot be reconciled from any standard source. These usually prove to be those of newly built vessels of under 1,000 tons or naval vessels unaccounted for; ships whose names have been changed and captured, requisitioned or salvaged vessels which have been renamed. Most of those in the last category have been given names which start with the syllable Tei—. All Japanese merchantmen over 500 G. T. have been listed.

It will be noted that a common custom of the Japanese is to give the same name to more than one vessel, but in most instances these vessels differ radically in size and appearance. The names of all Japanese merchant ships are followed by the word "Maru."

Evaluation ratings of A, B, and C have been given to identification profiles and deck plans. These letters indicate value as follows

A. Excellent source material has been available and drawing believed to be correct in detail.
B. Source material limited, some details may be inaccurate.
C. Source material very limited, profile believed to be generally correct but proportions and details doubtful.

Tonnages shown are gross and deadweight. Gross tonnage is the term most commonly used in expressing the size of a ship. It is the cubic capacity of all enclosed spaces, expressed in "tons" of 100 cubic feet. Deadweight tonnage is the difference between light and loaded displacement measured in tons of 2,240 pounds and indicates the carrying capacity of a vessel.

Lengths given are water line (w. l.) lengths except where over-all (o. a.) lengths are indicated. Water-line lengths approximate the registered or between perpendicular (b. p.) lengths which appear in Lloyd's Register of Shipping and other publications.

Drafts, shown to the nearest one-half foot, are mean loaded drafts, or the depth of the vessel's hull below water when fully loaded and down to official loadline.

Normal cruising speeds given are known or estimated operating speeds, and usually represent most economical speeds when consideration is given to the purpose and trade for which vessel has been designed.

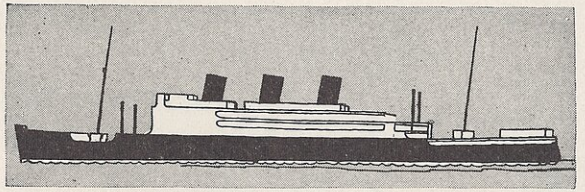
Horsepower is shown as follows:

NHP—Nominal Lloyd's Register of Shipping designation.
IHP—Indicated horsepower. BHP—Brake horsepower.
SHP—Shaft horsepower.

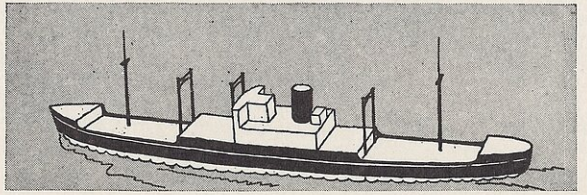
Established methods for transliteration of Japanese words into English spelling are the Hepburn and the Kokutai (Japanese official) systems. The Hepburn system is the most nearly phonetic rendering of spoken Japanese and is still employed by the United States Navy except for merchant ships, where Kokutai is used.

Hepburn or Phonetic: Fu, Shi, Sh, Chi, Tsu, Ch, Ji, Ju.
Kokutai (official): Hu, Si, Sy, Ti, Tu, Ty, Zi, Zyu.

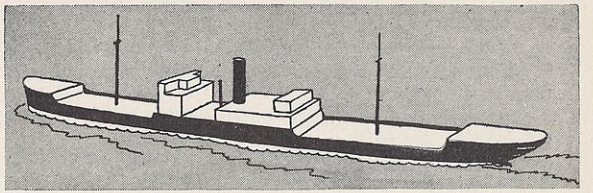
The establishment of a standard method of merchant ship identification has been the object of constant study by the Division of Naval Intelligence. Comments and criticism from the field have been invited on methods promulgated in merchant ship manuals previously issued. In ONI 209, A Manual of Merchant Ships, 70 basic types of merchant vessels were established in which all variations in the design of hulls and superstructure were covered. The method which serves as an indexing system for ONI 208–J (Revised) is based on that employed in ONI 209. It has, however, been simplified by consolidation of type variations which appear in the manual in four main groups which form the basis for the first step in identification. Position of engines and superstructure type are the only appearance factors considered in this phase. These groups are as follow:



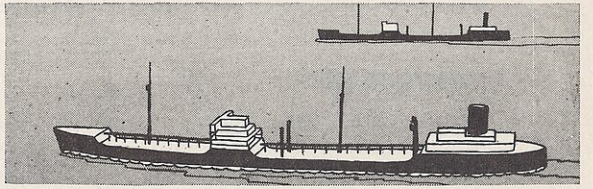
(1) Passenger types (1 to 12)—Ships with superstructure one-third or more the length of hull.



(2) Cargo types (13 to 28)—Ships with composite (block) superstructures.



(3) Cargo types (29 to 44)—Ships with split superstructures.



(4) Ships with engines aft (45 to 65)—Cargo vessels, tankers and whalers.

These four basic groups constitute distinct and separate sections in the arrangement of ONI 208–J (Revised). These groups are further broken down by types, as illustrated in the examples which appear on the pages that follow:

When a ship's general appearance group has been ascertained, the next step in her identification consists of referring to the separator covering the group to which she belongs. Type variations within the group are shown on each separator.

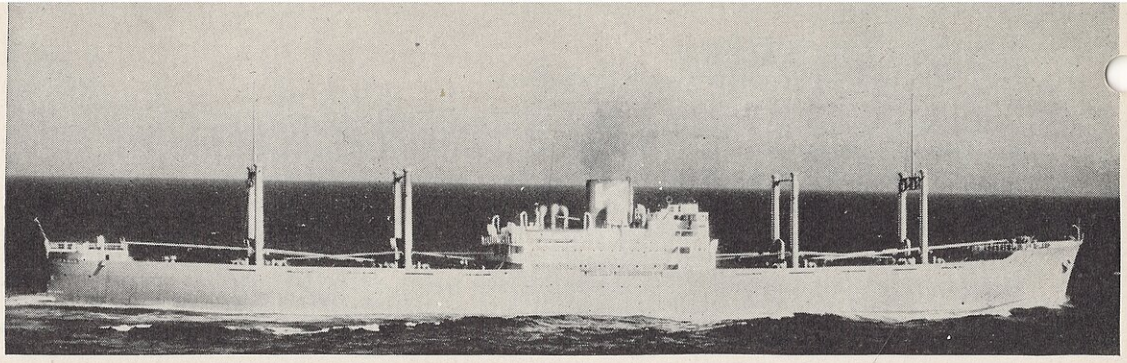
Type having been determined, a formula or code is developed, based on the type and number and the M–mast, F–funnel, K–kingpost and C–crane sequences. For example, if the type number is 24 and the mast, funnel, kingpost sequence is M–F–K–M, the code description of the vessel in question will be 24 M–F–K–M. Reference to the group separator to determine the page on which the ship will be found should permit definite identification of a vessel.

IDENTIFICATION EXAMPLE

A type selector serves as the basis for the indexing of this manual. It is based on the method initially promulgated in ONI 209, A Manual of Merchant Ships, and that manual, if available, will serve as a supplementary reference book for vessels of other registry than the Japanese ships illustrated in this manual.

The method of using this indexing system is illustrated by the following example:

On the right is shown a photograph of a Japanese ship which is one of a large class. Information on this vessel, and her identification, may be obtained through the following successive steps.



FIRST STAGE:

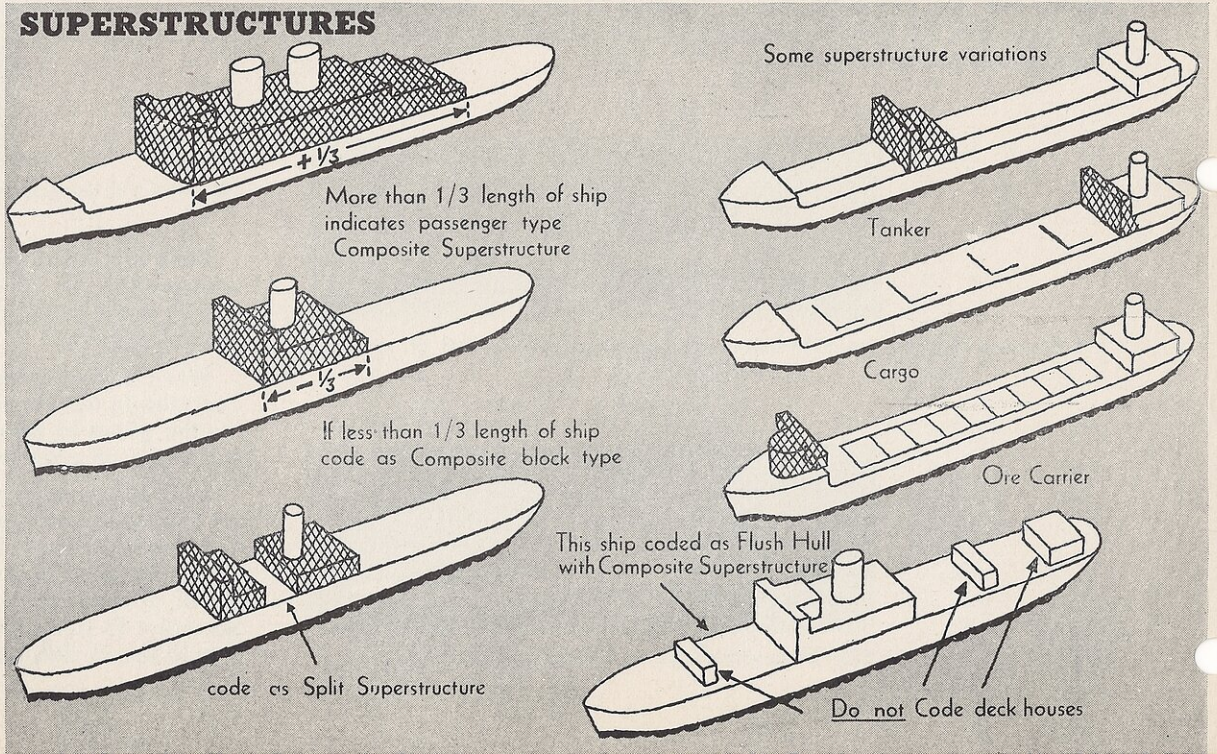
This involves consideration of
(1) Engine Position
(2) Superstructure Type

ENGINES may be
(A) Amidships
(B) Aft

SUPERSTRUCTURE may be
(A) Passenger type
(B) Composite (Block)
(C) Split

It is obvious that the engines of the ship under inspection are located amidships and that her superstructure is of the composite or block type. Reference to the preceding page will automatically place this ship under Group 2.

(Continued on following page)



SECOND STAGE

Group having been determined, the number of funnels and hull type constitute the next steps in selection.

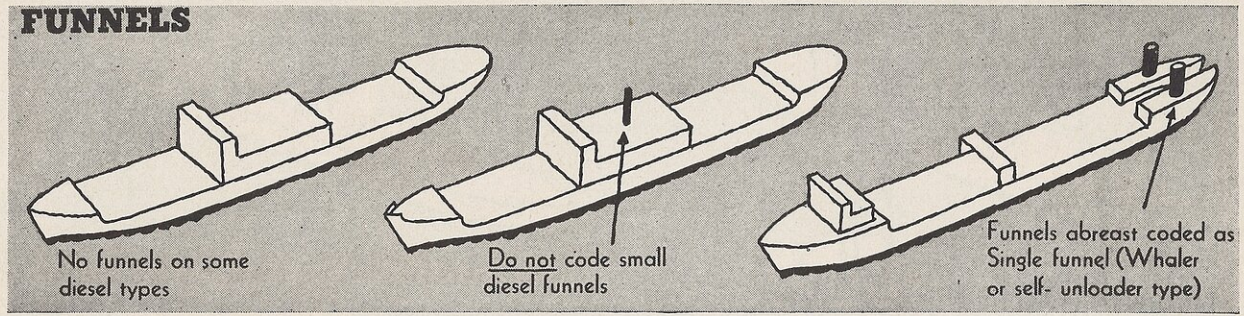
For indexing purposes, the number of funnels is expressed in one of three groups as follows:

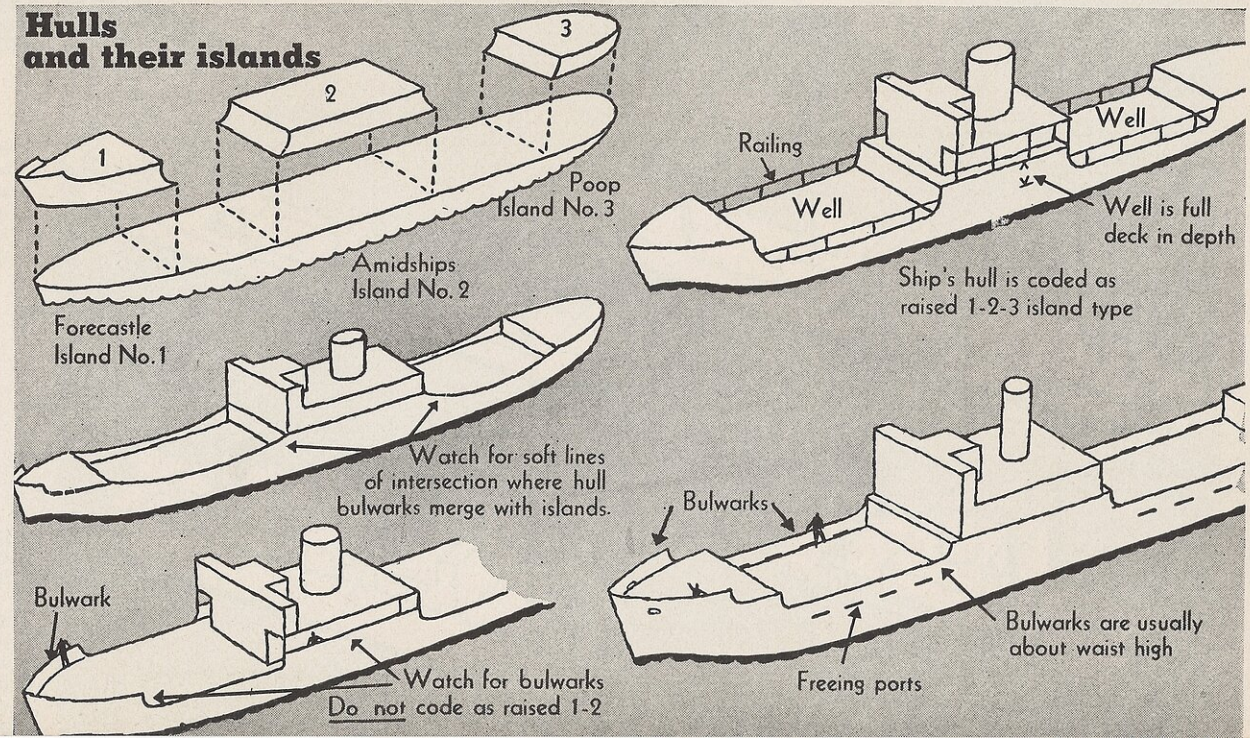
(A) More than one funnel
Note: Only passenger types fall within this group.
(B) One funnel
(C) No funnel

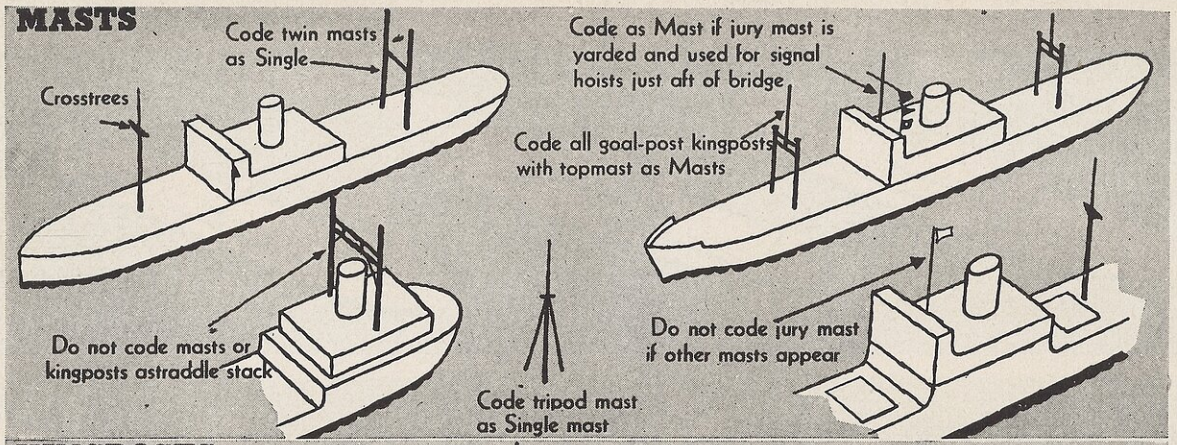
Hull type, or island arrangement, is based on the presence or absence of full deck height structures above the main deck. These may occur at a vessel's forecastle or poop, or amidships, or may not appear at all, in which event the hull is considered flush. It is important to note that only such structures as extend to the full width of a vessel's hull are considered islands, others being regarded as deck houses and are not used as a basis for type selection. Particular care should be taken to distinguish relatively low bulwarks from islands which, as integral parts of the ship's structure, may always be differentiated from bulwarks by their greater height. Islands are numbered 1, 2, and 3, reading from forward aft, to facilitate descriptive reporting. Any combination of islands may occur. The accompanying illustration contains additional information on hull types.

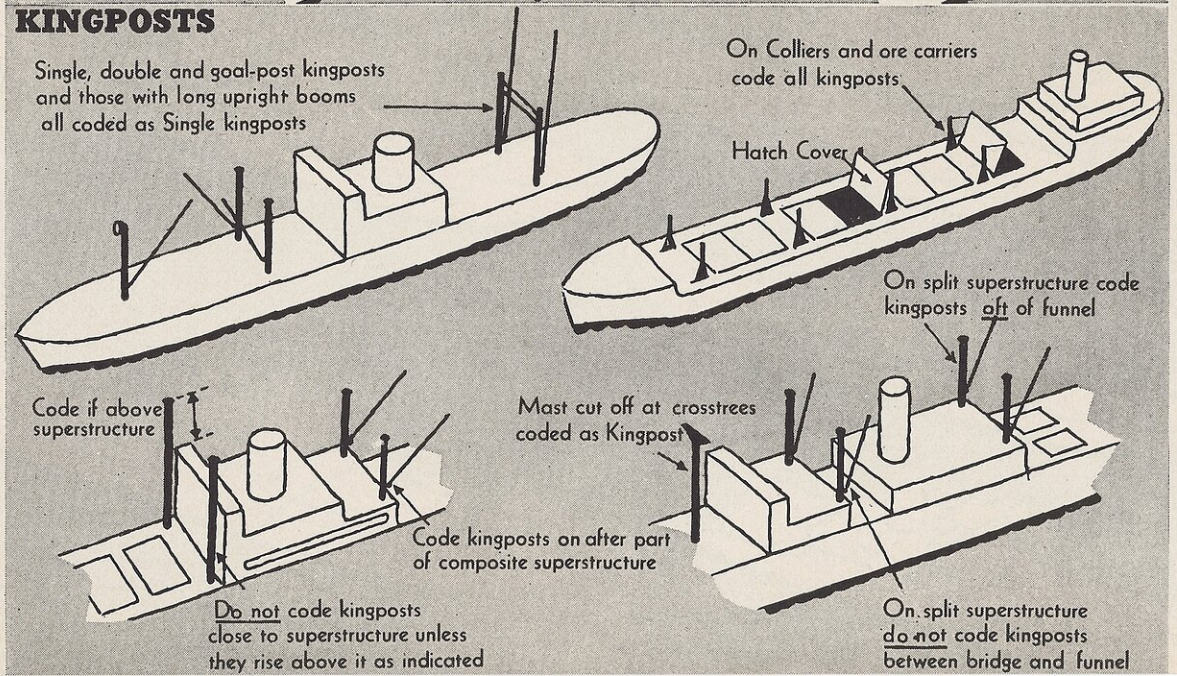
It will be seen that the vessel under inspection has a single funnel and a raised forecastle. Reference to the type selector will show that she will be found under types 15 or 16.

Note: For continuation of example, see next page.





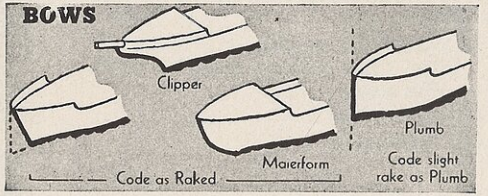




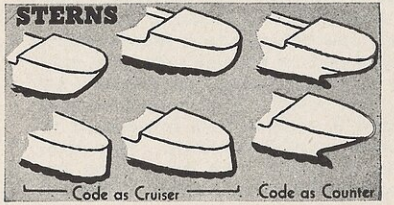
IDENTIFICATION EXAMPLE

THIRD STAGE

Type of bow is not employed as a determining factor in indexing in this instance. Variations in bow types are illustrated below.



Stern types are used as selective factors in most instances. In the case of the vessel under inspection, the presence of a cruiser stern immediately places her under type 15 in the type selector, eliminating type 16 which, it will be seen, applies only to ships with sterns of the counter type.



The type selector has now served its purpose and the problem of selection is one of differentiation of vessels within a single type.

The final step in selection is the determination of Mast-Funnel-Kingpost-Crane sequence. Distinction of these elements is sometimes difficult. The accompanying illustration shows the basis employed for differentiating masts from kingposts, and methods used in their designation.

FOURTH STAGE

Final formation of formula or code is made by adding the M for mast, F for funnel, K for kingpost and C for crane as they appear in sequence.

Masts and kingposts which extend high above any other elements are coded M.

Kingposts, usually appearing in pairs, are intended as strong vertical members for cargo booms. They may be in almost any position on a ship and may serve in other capacities, such as ventilators.
The main difference in the coding of a mast or a kingpost is the comparative height of the member.

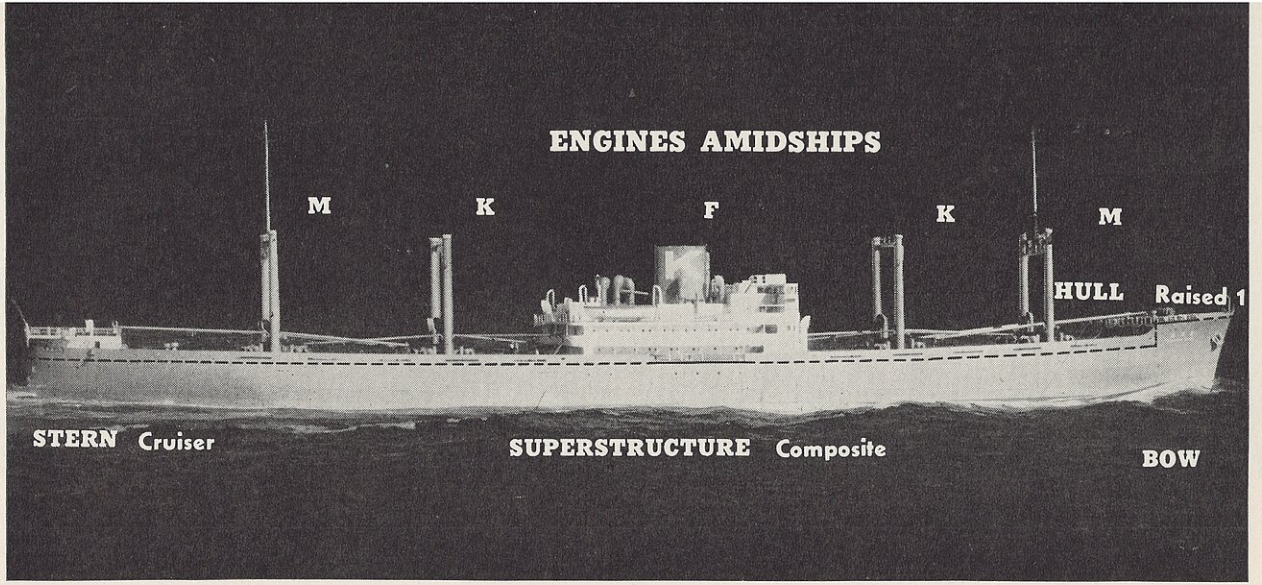
Kingposts appearing within a split superstructure are never coded.

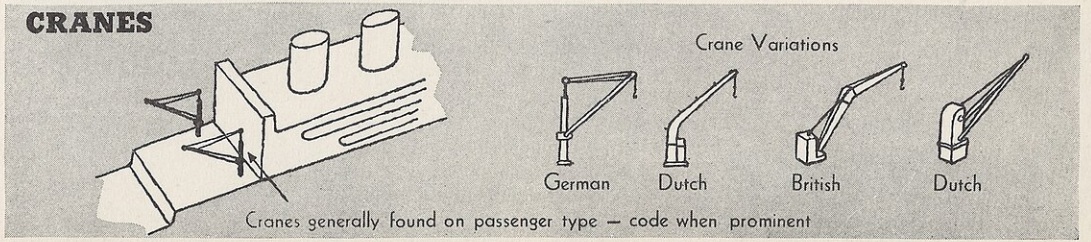
Cranes are usually found on captured ships. This will facilitate identification of these vessels.

Funnels, or stacks, are not constant in size or shape, and this factor is therefore not used in coding.

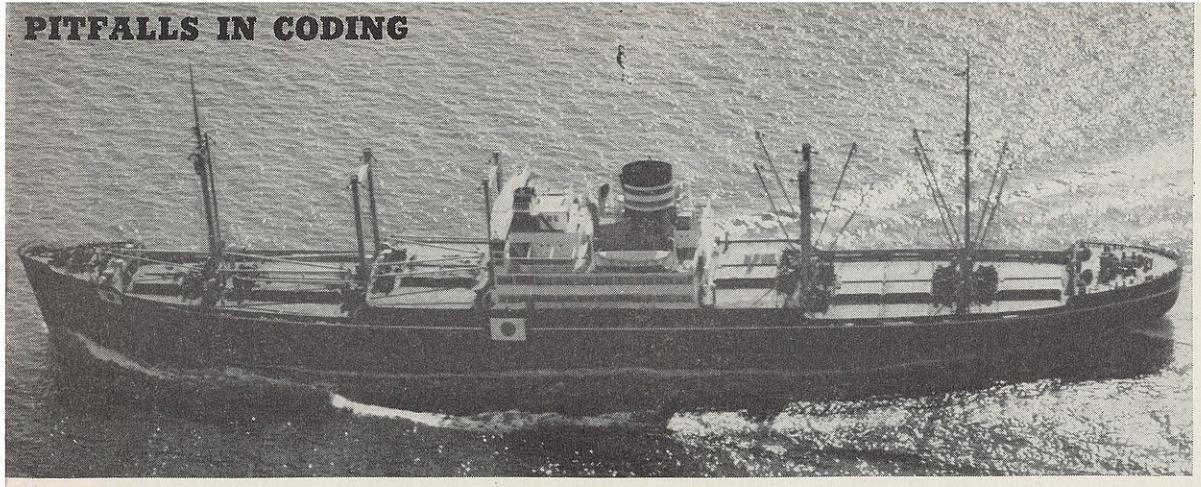
No three- or four-stack ships appear under Japanese registry.

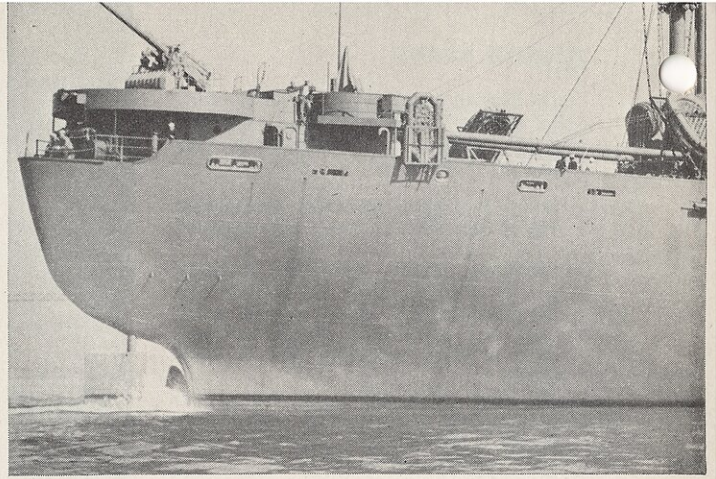
The ship under inspection has a sequence of MKKM from bow to stern and consequently will be coded 15—MKFKM. Accurate identification of a ship with this code may be obtained by reference to the type index, arranged in coding sequence: under type separators. Under the separator for type 15 will be found 8 ships having a MKFKM sequence. The vessel under inspection will be located without difficulty on page 73 as one of the HIROKAWA MARU class. Note that the presence of "goal post" masts distinguishes ships of this group from several ships similar in other respects.





PITFALLS IN CODING





The following notes call attention to factors that may cause confusion in the application of the method previously outlined.

ISLANDS

▲ 1. A long bridge island amidships, common in the newer type combination vessels, may be mistaken for a bulwark.

▼ 2. Deckhouse on the stern sometimes appears to be a poop deck or No. 3 island. Gun platforms, located fore and aft are often mistaken for islands on a flush decker.

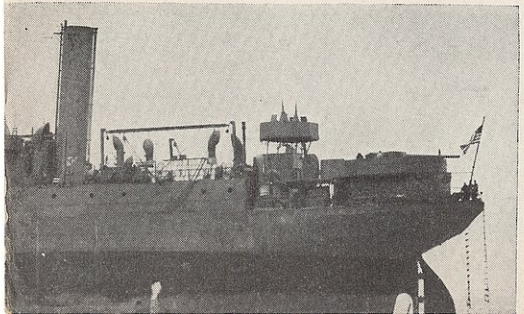
High bulwarks on the bow, used as weather guards, may be confused with a No. 1 island or a forecastle deck.

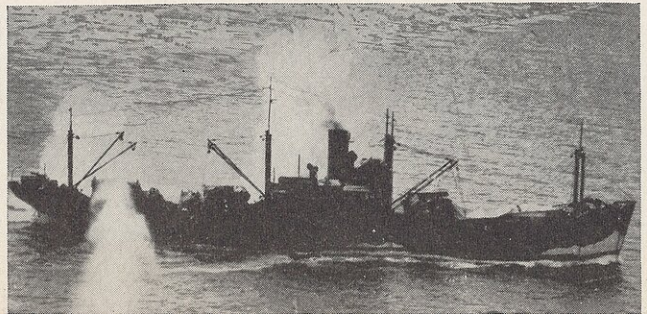
▼ 3. When landing craft or deck cargo are stored between hull islands, the effect of a flush-deck ship often results.

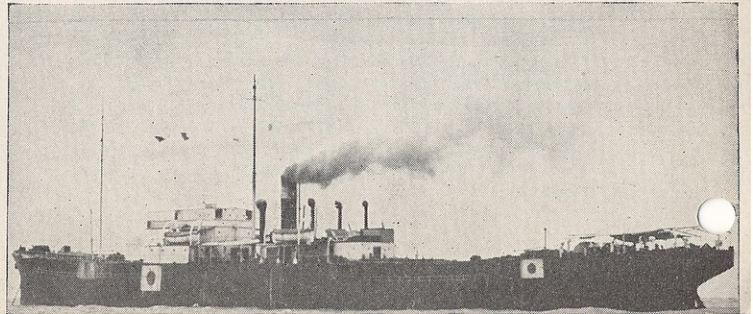
BOWS AND STERNS

▲ 4. When ships are in a light condition, cruiser sterns often appear to be of the counter type.

▼ 5. Trunked wells, usually found in tankers with engines amidships, often give a ship the appearance of being flush decked.







▼ MASTS AND KINGPOSTS

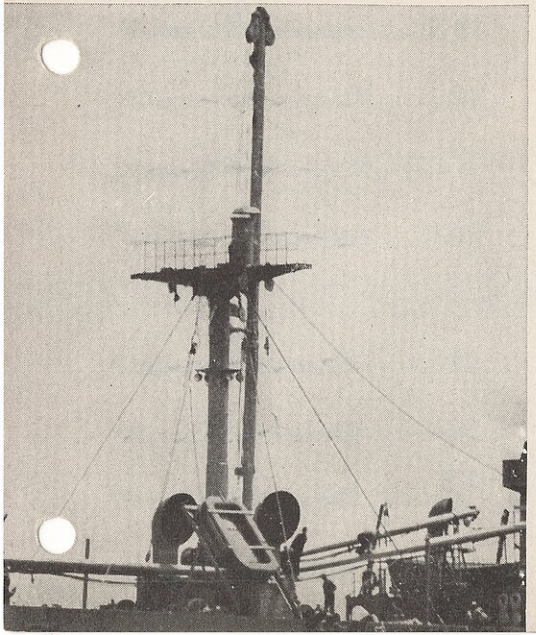
When booms are lashed vertically on kingposts, the appearance of a high mast is often created.

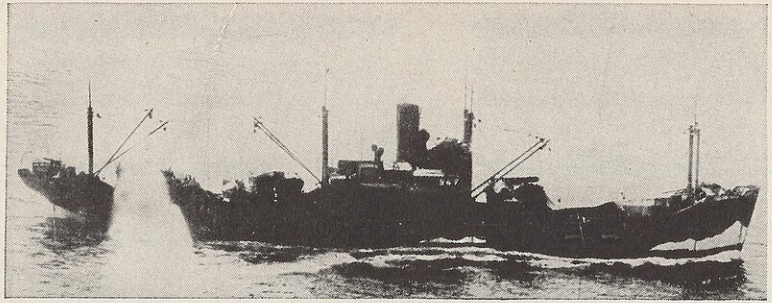
Canvas funnel vents, common in the tropics, may be mistaken for kingposts. A symmetrical arrangement, such as MKFKM, is common in peace time. Reference to page VI will show that addition of a topmast to a kingpost or goalpost will alter the code symbol for this member from K to M.

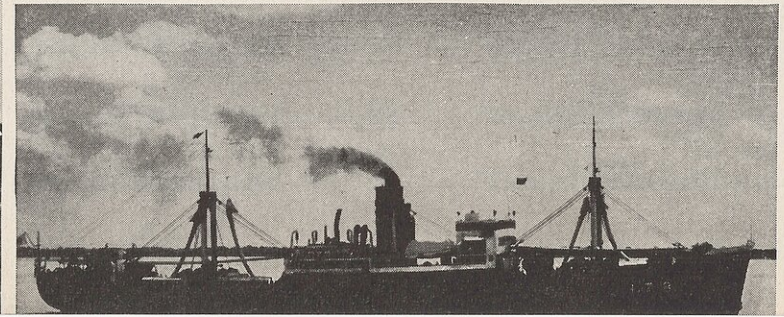
The majority of the illustrations which follow are of ships in peace time rig and it will be noted that while two or four masts often appear, ships with one or three masts are rare. Since topmasts are often added to serve as radio aerials or for purposes of deception, attention is invited to the foregoing, which may aid in identification of ships which have undergone such alteration and do not, as a result, conform with MFK designations which appear in this manual.

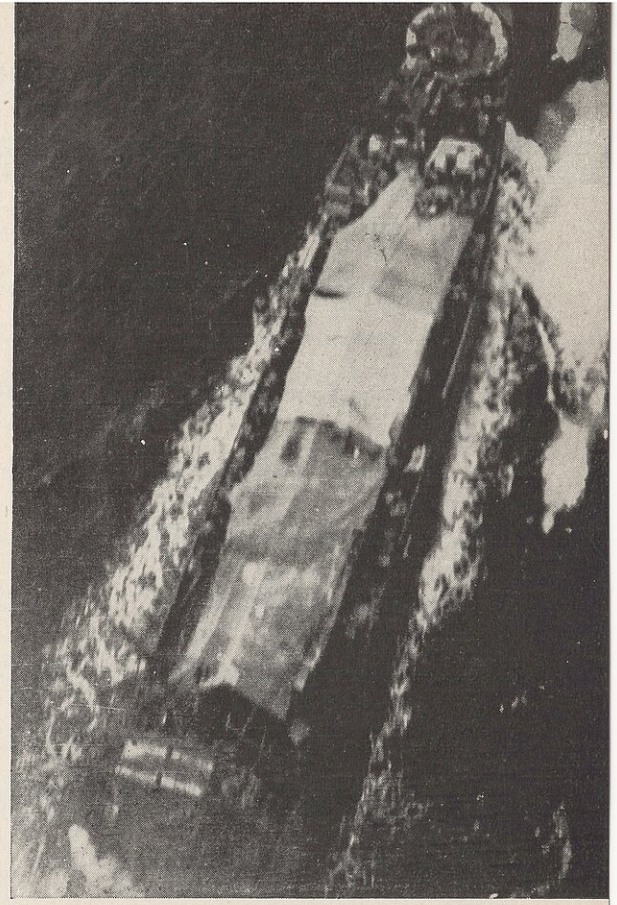
SUPERSTRUCTURE ▶

Canvas is widely used for shade purposes in the tropics, especially on troop transports. A canvas awning spread between the two elements of a split superstructure often creates the effect of a composite superstructure, while wells covered with canvas sometimes give a ship the appearance of a flush decker.









SHIP IDENTIFICATION SYSTEM BASED ON HULL PROFILE TYPES ADOPTED FROM ONI 209 A Manual of Merchant Ships

PASSENGER

FULL SUPERSTRUCTURE

1 4 Funnels

2 3 Funnels

3 2 Funnels Cruiser stern

4 2 Funnels Counter stern

ONE FUNNEL no Ks or Cs

5 Plumb bow Cruiser stern

6 Raked bow Cruiser stern

7 Plumb bow Counter stern

8 Raked bow Counter stern

ONE FUNNEL with Ks or Cs

9 Plumb bow Cruiser stern

10 Raked bow Cruiser stern

11 Plumb bow Counter stern

12 Raked bow Counter stern

COMPOSITE (BLOCK) SUPERSTRUCTURE

FLUSH

13 Cruiser stern

13 A Liberty type

14 Counter stern

RAISED

15 1 Cruiser stern

16 1 Counter stern

17 2 Cruiser stern

18 2 Counter stern

19 1-2 Cruiser stern

20 1-2 Counter stern

21 1-3 Cruiser stern

22 1-3 Counter stern

23 1-2-3 Cruiser stern

24 1-2-3 Counter stern

23 A 1-long 2-3 Cruiser stern

24 A 1-long 2-3 Counter stern

25 1-23 Cruiser stern

26 1-23 Counter stern

27 12-(3) Cruiser stern

28 12-(3) Counter stern

SPLIT SUPERSTRUCTURE

FLUSH

29 Cruiser stern

30 Counter stern

RAISED

31 1 Cruiser stern

32 1 Counter stern

33 1-2 Cruiser stern

34 1-2 Counter stern

35 1-3 Cruiser stern

36 1-3 Counter stern

37 1-2-3 Cruiser stern

38 1-2-3 Counter stern

37 A 1-long 2-3 Cruiser stern

38 A 1-long 2-3 Counter stern

39 1-23 Cruiser stern

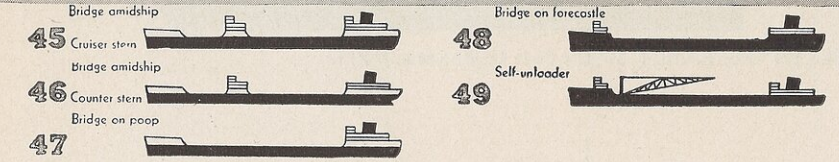
40 1-23 Counter stern

41 12-(3) Cruiser stern

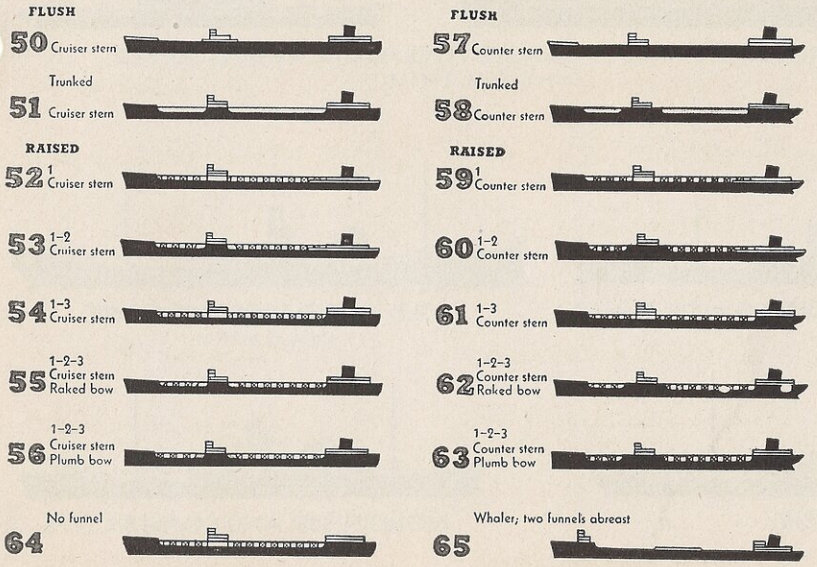
42 12-(3) Counter stern

NO FUNNEL or small pipe only

ENGINES AFT-CARGO



ENGINES AFT-TANKERS



SHIP REPORTING SYSTEM

The method of transmission of information on the size and appearance of Japanese Merchantmen promulgated by Allied Air Forces, S. W. Pacific Area, under the title of Japanese Merchant and Shipping Tonnage, is in wide use and it is thought advisable to consider this method in connection with the indexing system used here.

ONI 209-A Manual of Merchant Ships, is a basic reference book on the appearance and characteristics of all merchantmen. This manual, ONI 208 J, is an adaptation of ONI 209 for use in the identification of ships of the Japanese Merchant Marine. ONI 223-M, Merchant Ship Shapes, soon to be issued, is a generalized handbook on methods of identification of individual ships and determination of type. The last two publications are based on simplified versions of the basic system promulgated in ONI 209 and constitute adaptation of the same method designed for different purposes. Since the JMST system is in general use in the Southwest and South Pacific Areas and is considered an excellent means of transmission of generalized information on the type and size of Japanese ships, it remains to reconcile the two systems as far as possible in order to avoid confusion. The following table is an effort to do so.

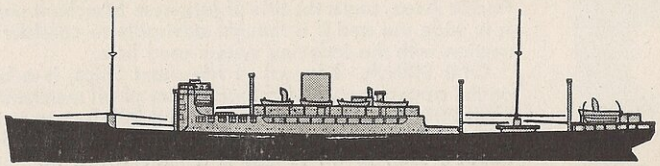
ONI 208 J	JMST EQUIVALENT
Passenger	Tare Division
Composite superstructure	Fox-Tare Division
Split superstructure	Fox Division
Engines aft	Sugar Division

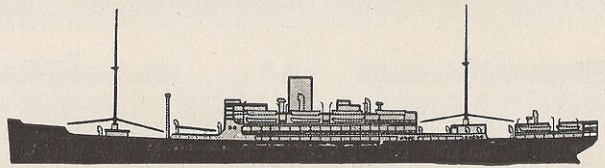
Beyond this point the methods employ different factors in selection. The JMST follows.

Division	Gross Tonnage	Lifeboats per side of deckhouse	Hulls	Masts or Kingposts
Tare—				
Able	9,000–12,000	4–5		3 minimum
Baker	7,000– 9,000	4		2 maximum
Able 2 Stacks	8,000–10,000	4 minimum		
Baker 2 Stacks	4,000– 6,000	3		
Fox-Tare—				
Able	7,000– 8,500	2 maximum	Flush	4 minimum
Baker	5,500– 7,000	2–3 maximum	Well	4 minimum
Charlie	2,000– 4,500		Well	2–4
Dog	1,000– 1,500		Well	2–3 (Baltic Type).
Fox—				
Able	5,500– 7,500	2 maximum		3 minimum
Baker	4,000– 5,800	2 maximum		2 maximum
Sugar—				
Able	7,000–10,300	Catwalks and no hatches		
Baker	1,500– 2,500	Hatches—Bridge amidships		
Charlie	500– 100	Hatches—Bridge aft		
2 Stacks	1,700– 1,900	Two stacks abreast (Whaler)		

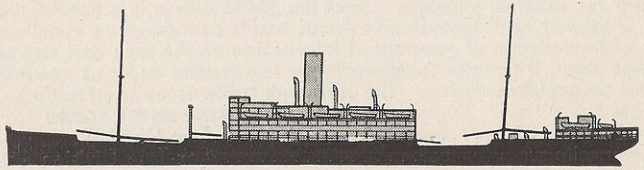
When unidentified, a ship is reported FOX TARE UNCLE (Unidentified); when not recognizable, MIKE VICTOR, with an estimate of tonnage.

PASSENGER

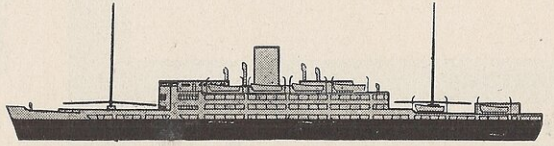


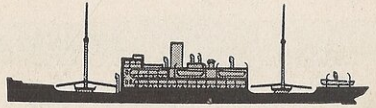


PASSENGER AND EXPRESS-FREIGHT CARRIERS BUILT IN THE EARLY 1930's Code 12 MFKMK, MKFM



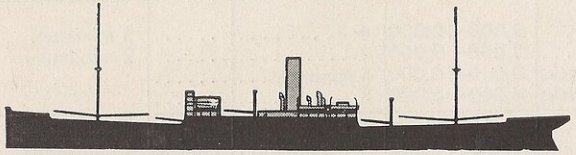
OLD PASSENGER AND EXPRESS-FREIGHT TYPE
Code 11 MKFM

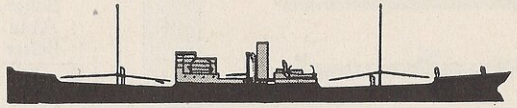




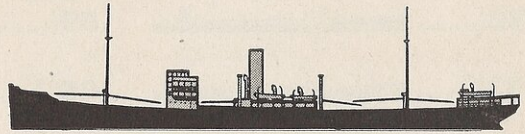
LARGE AND SMALL PASSENGER TYPES FOR NEAR-SEAS SERVICE
Code 6 MFM, 7 MFM

FREIGHTERS—SPLIT SUPERSTRUCTURE

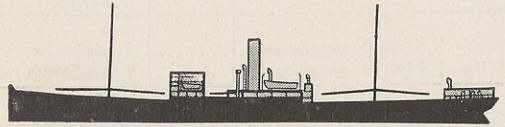


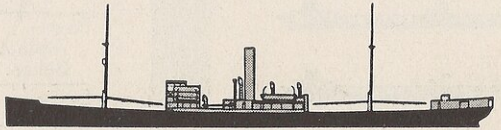


3-ISLAND FREIGHTER TYPES BUILT IN JAPANESE AND CANADIAN YARDS DURING WORLD WAR I
Code 38 MFKM, MFM

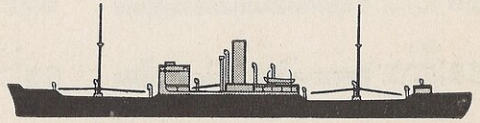


OLD RAISED-FORECASTLE TYPE
Code 32 MFKM



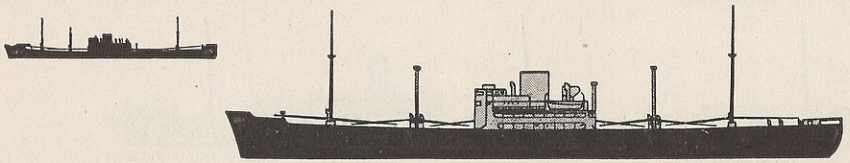


OLD FLUSH-DECK TYPES, COMMON IN ALL MERCHANT FLEETS
Code 30 MFM

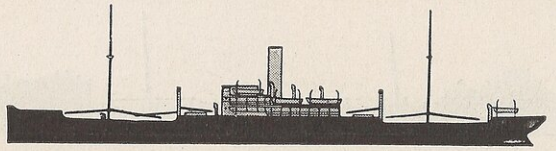


MODERN 3-ISLAND COASTAL TYPE
Code 37 MFM

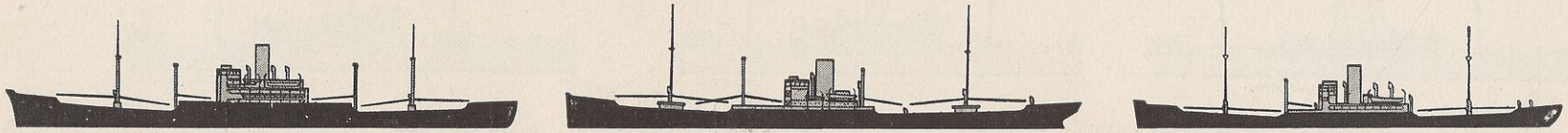
COMBINATION PASSENGER–FREIGHT—COMPOSITE SUPERSTRUCTURE



MODERN PASSENGER-FREIGHT TYPE, Code 15 MKFKKM—Auxiliary Conversion Silhouetted

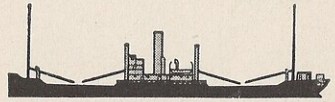


Code 24A MKFKM



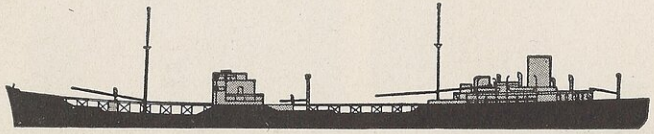
MODERN 3-ISLAND CARGO TYPES WITH TYPICAL JAPANESE EXTENDED ISLAND AMIDSHIPS. NOTE SIMILARITY TO OLD TYPE ABOVE.
Code 23A MKFKM, 24A MKFM, 23A MKFM

OLD AND MODERN NEAR-SEAS FREIGHTER TYPES
Code 24, 23 MFM

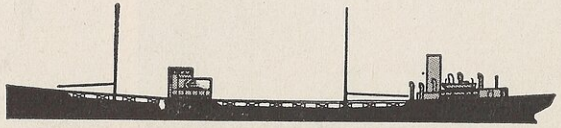


USSB DESIGN COASTAL FREIGHTER
Code 24 MKFKM

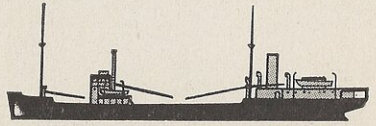
ENGINES—AFT



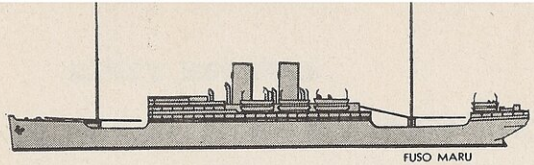
MODERN TANKER TYPE, NOW MAINLY AUXILIARIES
Code 55 MKMFK



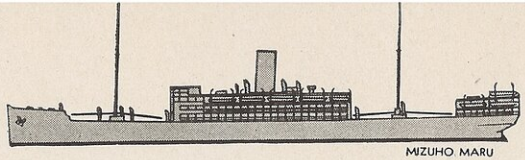
OLD 3-ISLAND TYPE TANKER, SIMILAR TO UNITED NATIONS' SHIPS
Code 63 MMF



MASS-PRODUCED MODERN COASTAL FREIGHTER TYPE
Code 46 MKMF



FUSO MARU



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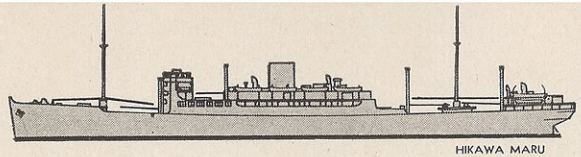
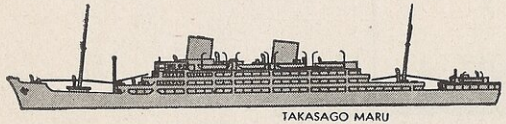
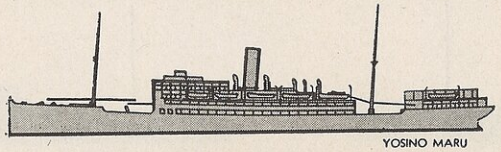


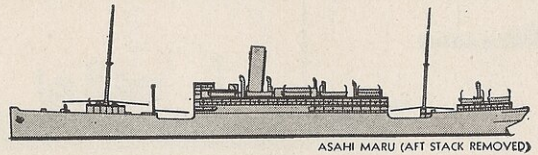
HIKAWA MARU



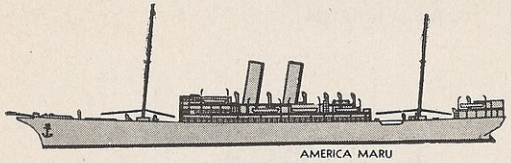
TAKASAGO MARU



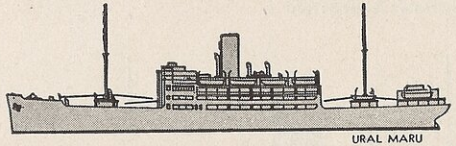
YOSINO MARU



ASAHI MARU (AFT STACK REMOVED)



AMERICA MARU



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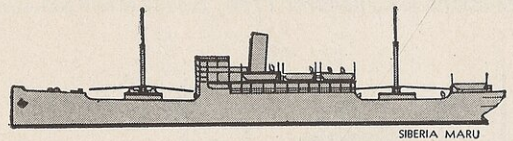
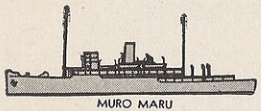
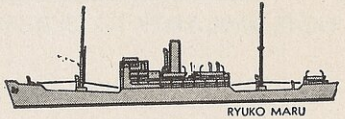


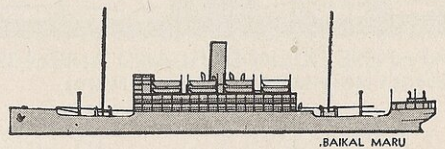
SIBERIA MARU



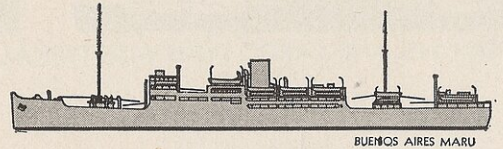
MURO MARU



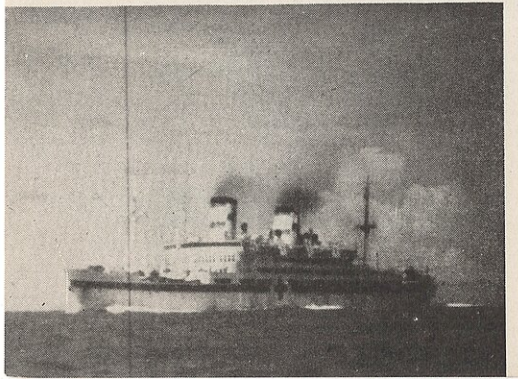
RYUKO MARU

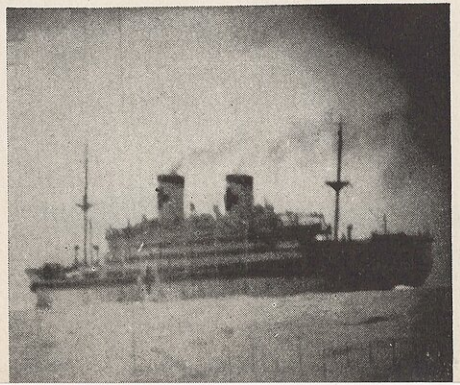


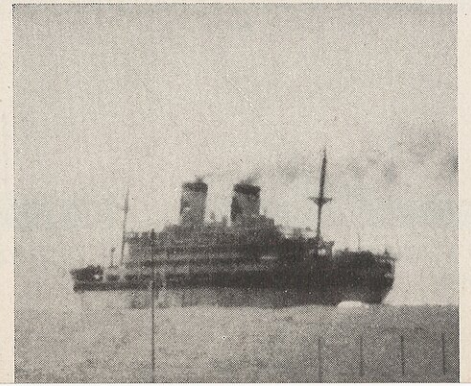
BAIKAL MARU

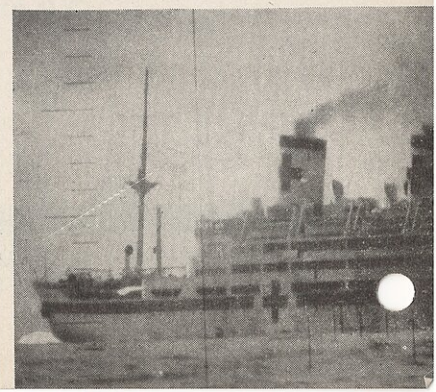


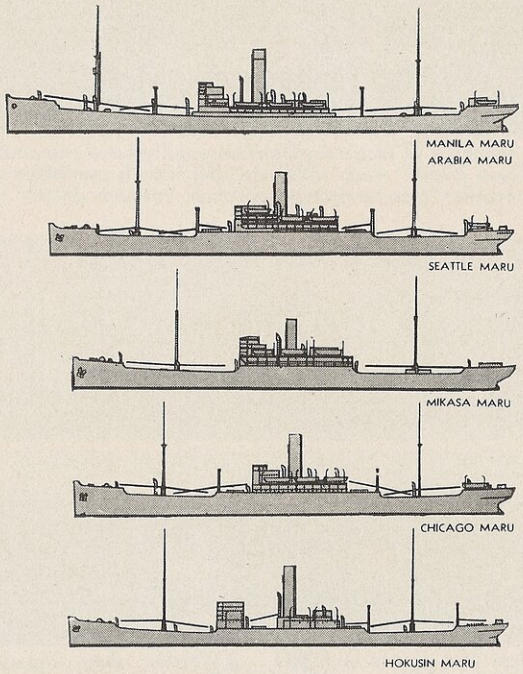
BUENOS AIRES MARU

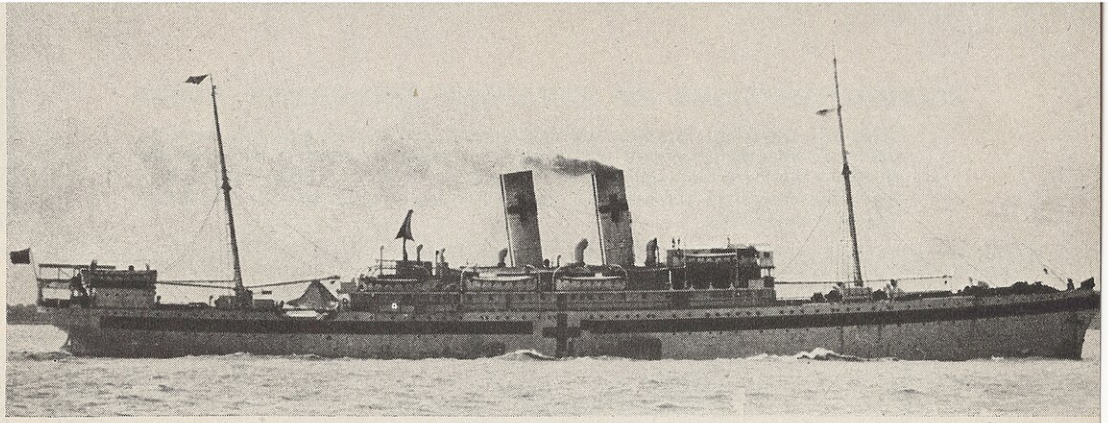


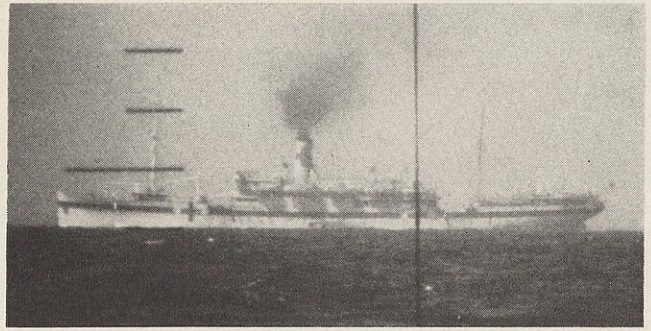












JAPANESE HOSPITAL SHIPS

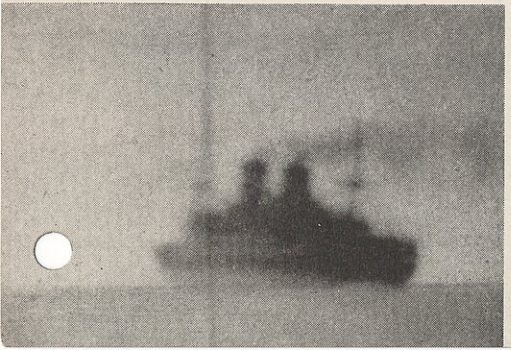
ONI 208-J RESTRICTED

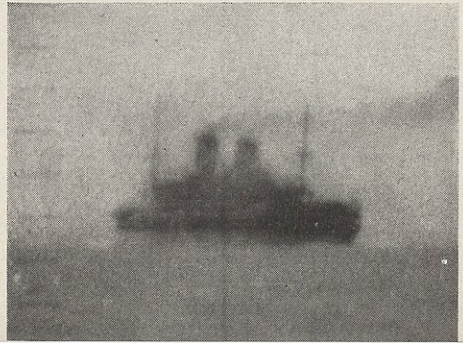
Twenty vessels of the Japanese Merchant Fleet have been designated as Hospital Ships in accordance with the Geneva convention. Nineteen are illustrated in profile on these pages. In view of Japan's critical shipping position it appears that Japanese ill and wounded are being provided for with the greatest of consideration.

These Hospital ships deserve special study and consideration as there are sister ships to almost every one serving as transports or other auxiliaries and heavily armed.

Specifications for Markings and Lighting:

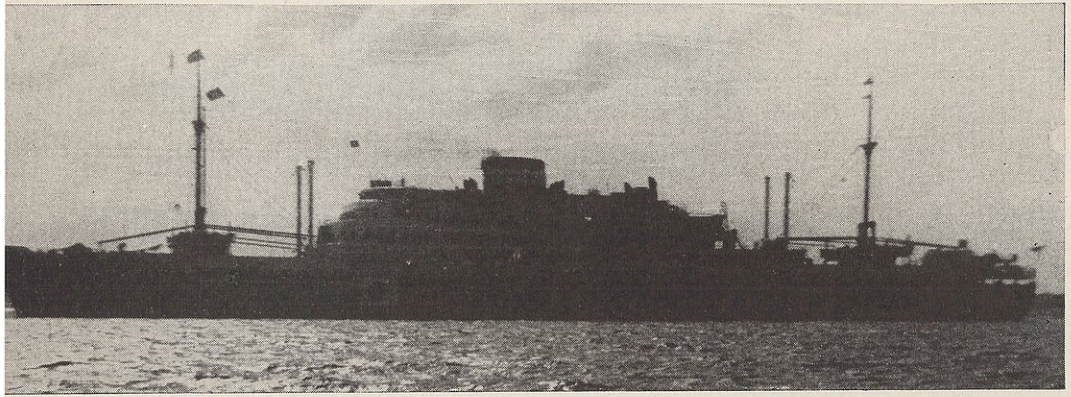
1. Hull painted white.
2. Red Cross painted on deck and funnel(s) and illuminated at night. Red Cross amidships on both Port and Starboard sides.
3. Green band along full length of vessel.





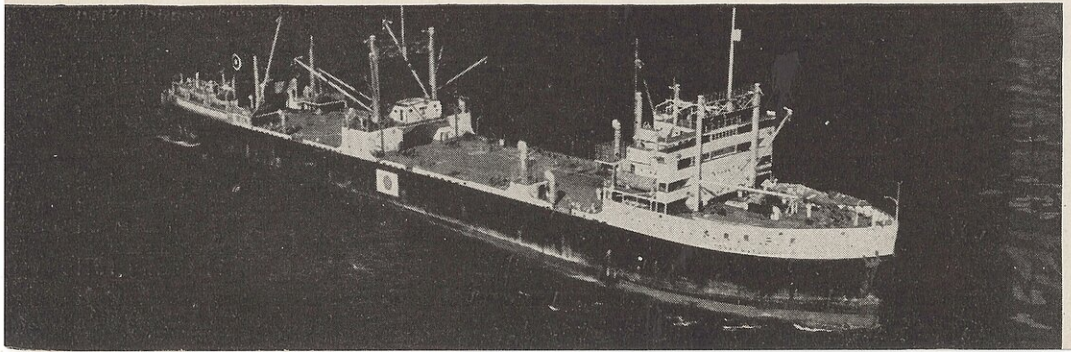
CHARACTERISTICS OF JAPANESE MERCHANT SHIPS

Generally speaking, Japanese merchant vessels, unlike their warships, have no easily distinguished national characteristics. Types standard in the Japanese merchant marine often appear under other flags. Many of their more modern types, however, show characteristic elements of design which may serve to establish their nationality.

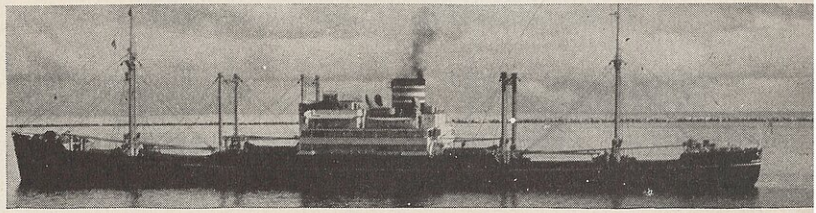


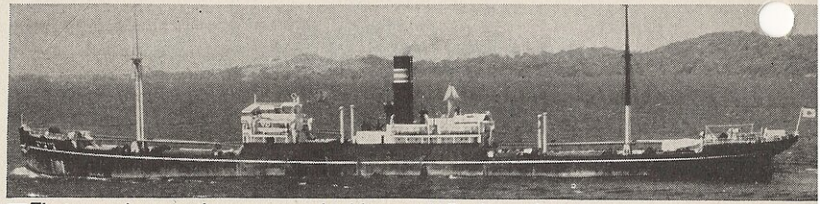
▲ Generally speaking, modern Japanese passenger types are difficult to distinguish from Dutch or British designs. One of the distinctive features of the Japanese is their accentucted streamlining. Most of their older types are British and possess no apparent Japanese characteristics.

▼ A typical modern Japanese whaler is shown below.



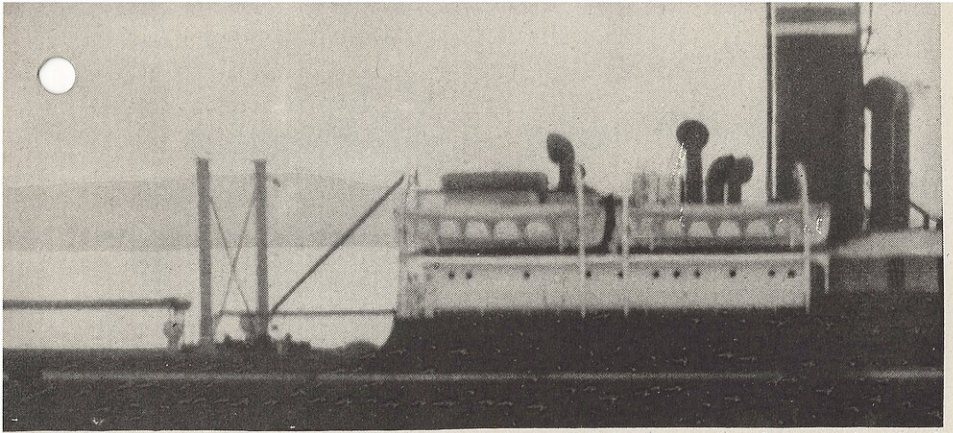
▲ Japanese freighters of recent construction usually have composite superstructures. "Three Island" ships with extended islands amidships or ships with raised forecastles also constitute common variants among their modern freighters.



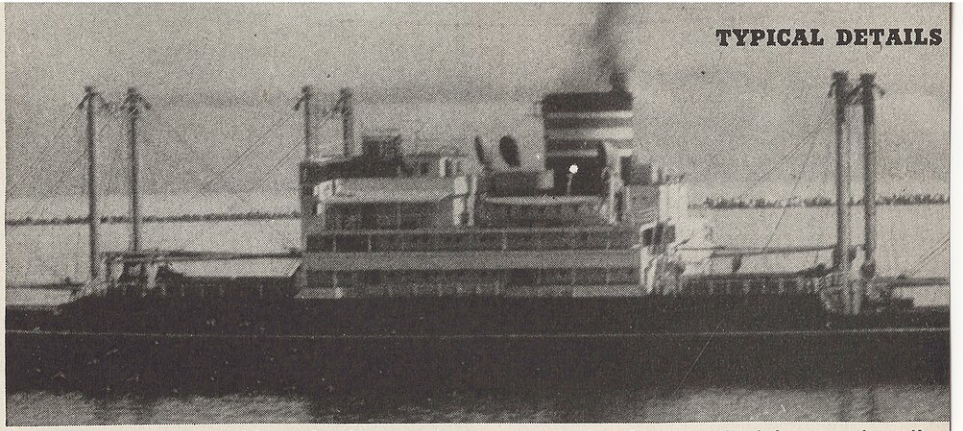


▼ Their modern tankers are a highly developed version of European diesel tankers, but are more streamlined and have greater speed. Their only distinctive feature seems to lie in their elongated poops and exceptionally large squat stacks. Old tankers, like older passenger and freighter types, are international in appearance.

▲ Whether their superstructures are three-island or flush, split or composite, old Japanese freighters in general are reflections of mass-produced United States and British World War I designs. These ships are now in every service.

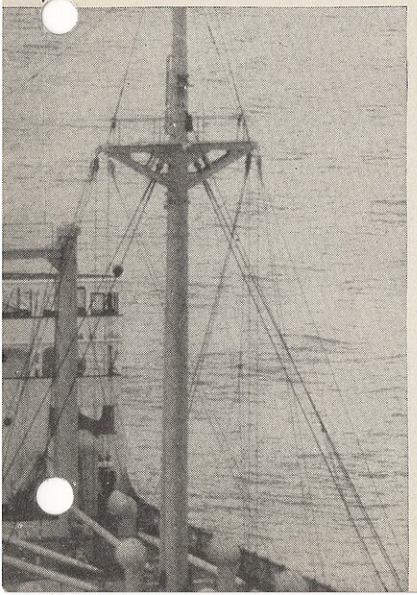


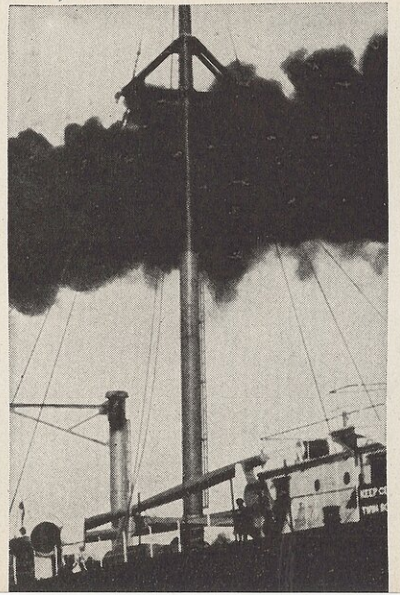
▲ On older freighters, a pair of small kingposts is usually found immediately abaft the island superstructure.



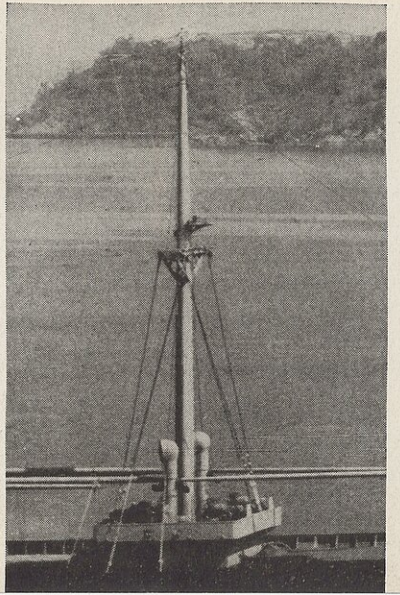
▲ The extended-amidships island is popular in many modern freighters, both large and small.

Mast crosstrees are found on most Japanese ships. This feature is inverted in older types.

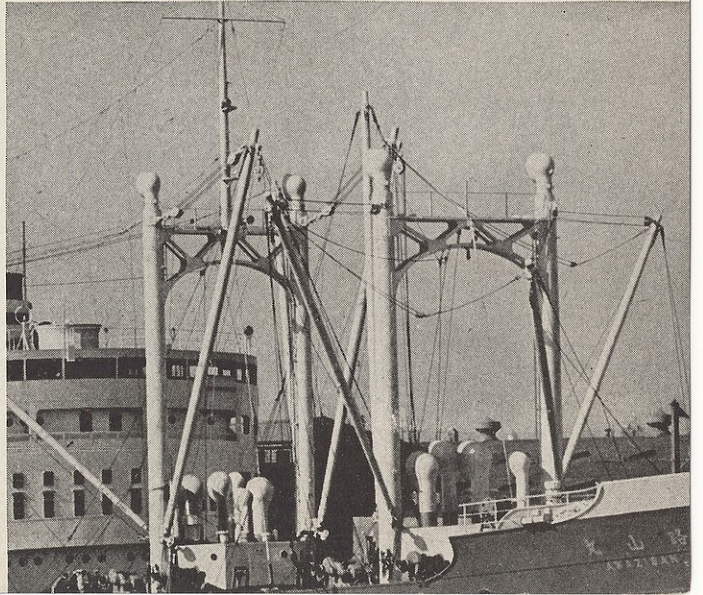




Mast or kingpost deck houses, found in passenger and modern freighter types.



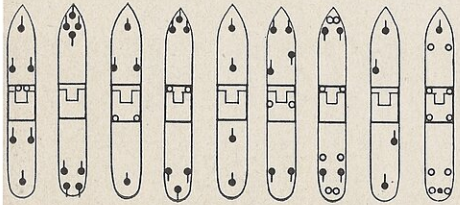
Tall thin goalposts are very apparent; their arched truss design is exclusively Japanese.

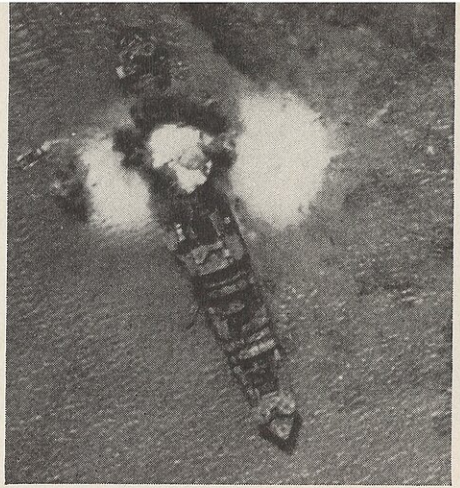


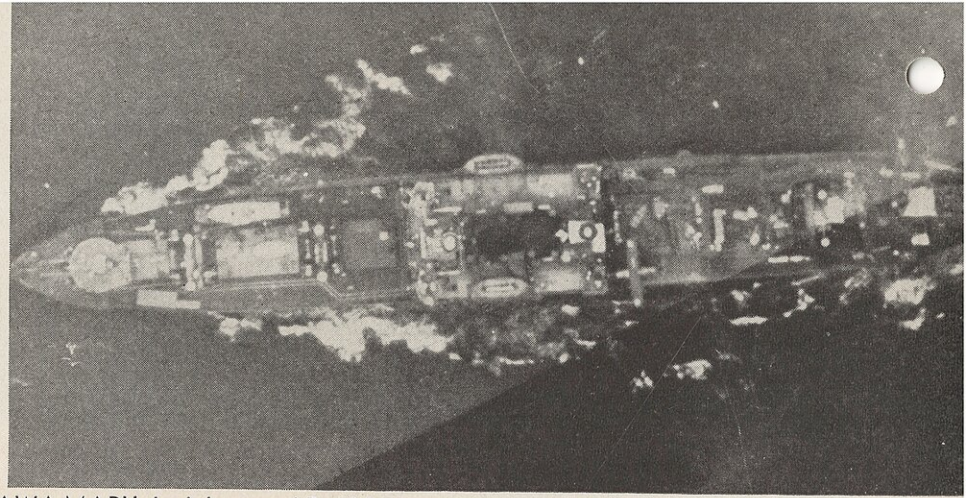
ARMAMENT

Modern Japanese merchant ship design provides for deck-gun positions up to 5''.5 or 6'' caliber, the largest piece being hand-loaded under service conditions. Heavier framing and plating and large diameter stanchions (extending down through two decks) are built in as integral parts of the hull to support these gun positions. Ventilator trunks are conveniently arranged close by for rapid conversion to ammunition hoists. These trunks always lead to especially prepared watertight compartments suitable for use as magazines. Dual-purpose 3'' guns and AAMG are often mounted in rows on lateral platforms.

Some examples of heavier armament dispositions are illustrated—the solid circles representing the cylindrical-supported, the open, and the lighter, dual-purpose gun positions. Additional shielded light platforms for AAMG are apparent in the photographs, but no constant placement is noticeable. Triple pompoms have also been seen, usually mounted on bridge wings or other superstructure positions. Although there is no indication of the use of Radar, it is to be noted that rangefinder and searchlight stations are provided on most ships.

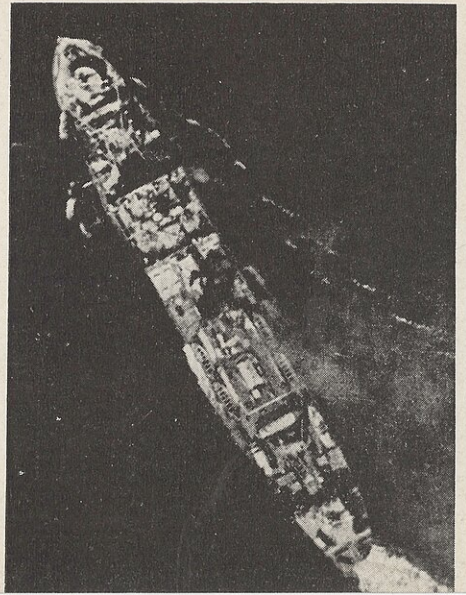




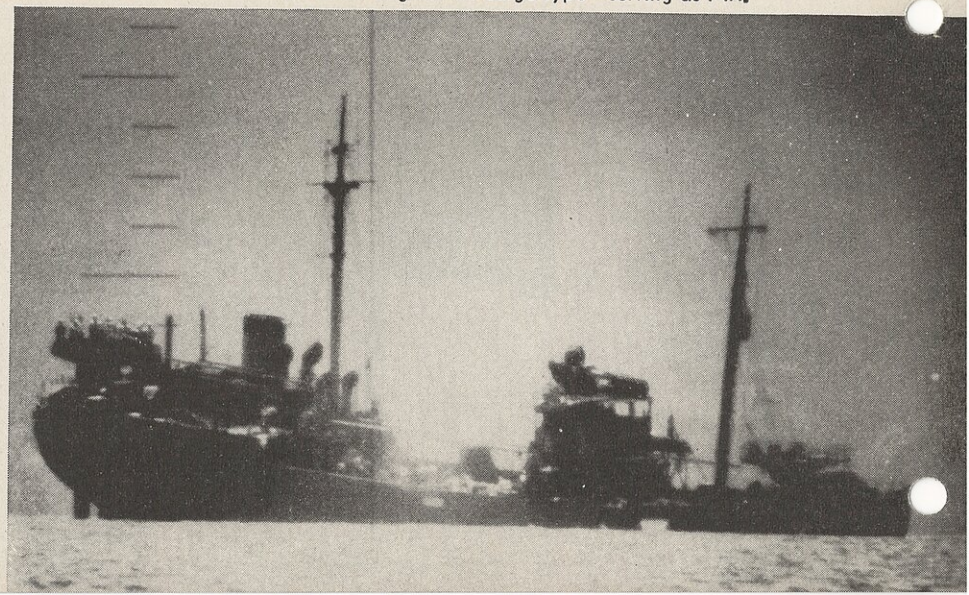


▲ Two modern passenger-cargo ships (KAMIKAWA MARU class) shown as AP, AV.

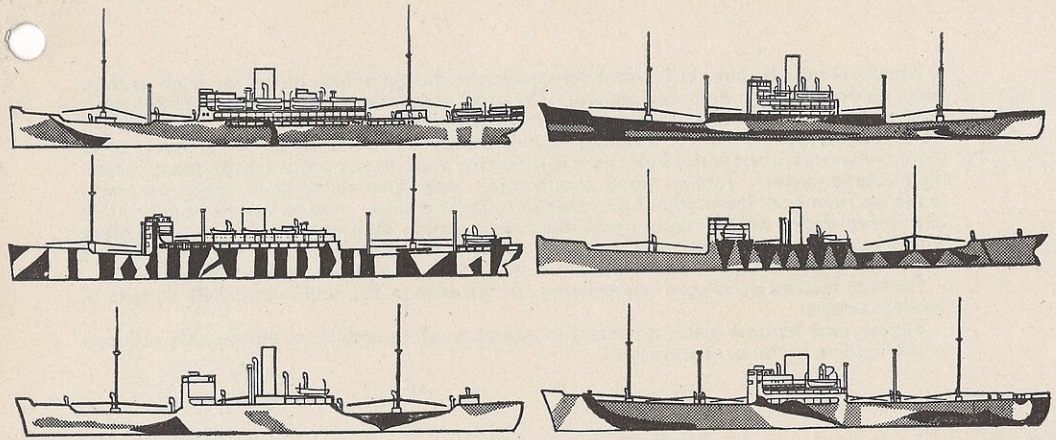
▼ Large passenger type, combat loaded as an AP.



▼ Small engines-aft cargo type—serving as AK.



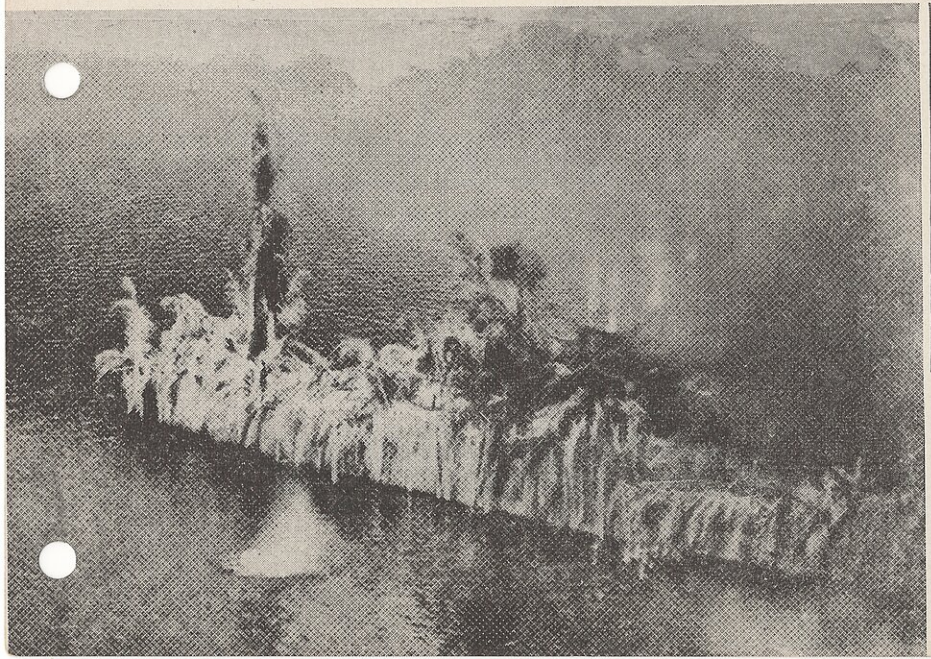
CAMOUFLAGE

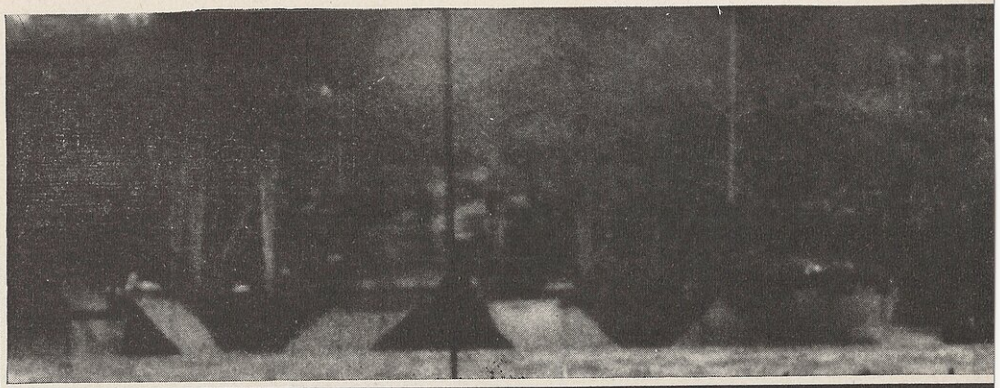


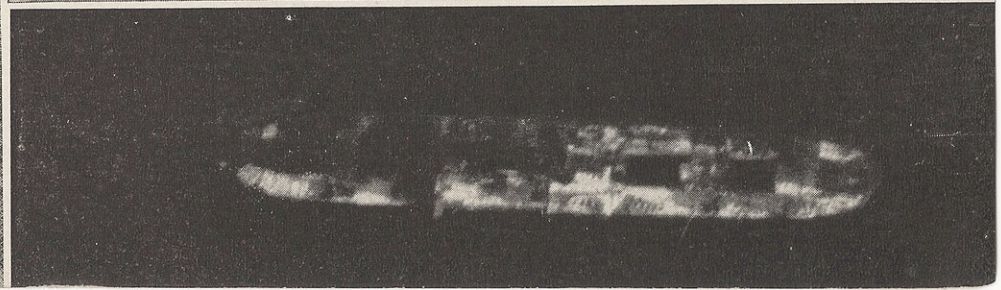
Camouflage is used in merchant ships to confuse estimates of range and bearing, as well as to conceal the ship's identity.

The Japanese have employed many of the simpler methods of comouflage. Among their painting techniques, the most interesting is illustrated below: The painted patterns are extended over both hull and deck surfaces in an effort to confuse vertical surfaces with the horizontal.

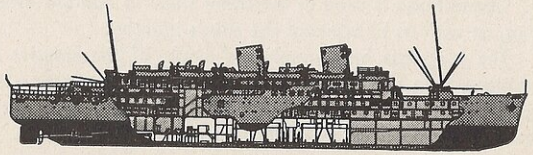
An altogether different technique is shown in the floating, palm-covered "island" used for inshore work.







INBOARD PROFILES

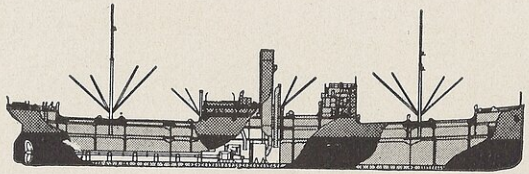


MODERN PASSENGER

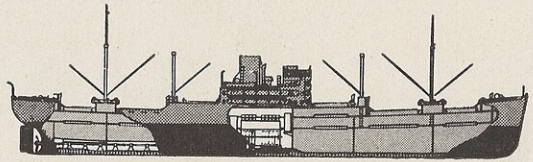
Merchant vessels differ in inboard construction and appearance almost as much as they do in outboard design and appearance. The older vessels have a limited amount of watertight bulkheading, but modern merchant vessels, as well as naval vessels, are designed with an elaborate but purposeful watertight bulkhead system. The larger ships have 6 or more transverse (athwartship) bulkheads dividing the underdeck portion into as many watertight compartments. Tankers have considerably more compartments or cargo oil tanks made up from both longitudinal and transverse bulkheading. Cargo vessels usually have one or two decks, called 'tween decks, between the main deck and lower hold. But those with engines aft are so designed to have very large hatches, little or no bulkheading and no 'tween decks so that large, bulky and heavy-lift cargo may be handled efficiently.

Distinct tendencies toward streamlining are evident in the underwater hull designs of modern vessels.

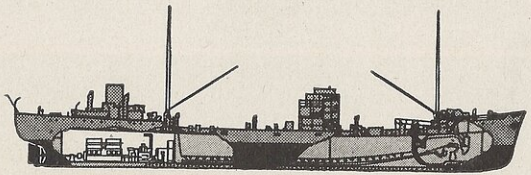
Engine and fireroom space necessary in operation of steamships is considerably reduced in the modern motor or diesel types.



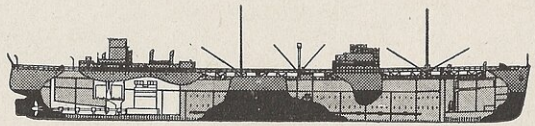
OLD FREIGHTER



NEW COMBINATION FREIGHT & PASSENGER



FREIGHTER—ENGINES AFT



MODERN TANKER

FACTORS IN INDEXING

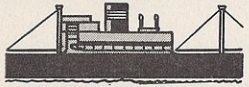
COLUMN 1.—Positions of engines and type of superstructure determine type groups
COLUMNS 2–5.—Factors considered in selection of individual ships within type group.

TYPE GROUPS

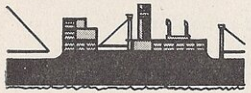
1 SUPERSTRUCTURE

PASSENGER
OVER ⅓ LENGTH

FREIGHTERS
UNDER ⅓ LENGTH

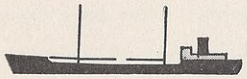


COMPOSITE SUPERSTRUCTURE



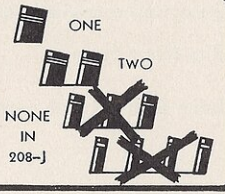
SPLIT SUPERSTRUCTURE

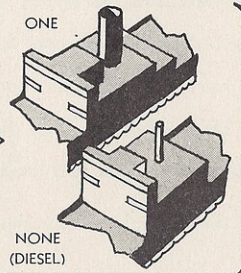
ENGINES AFT

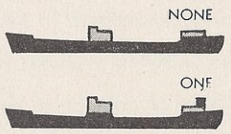


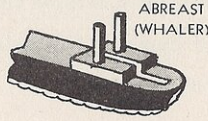
TANKER
CARGO—ENGINES AFT
WHALER

2 FUNNELS



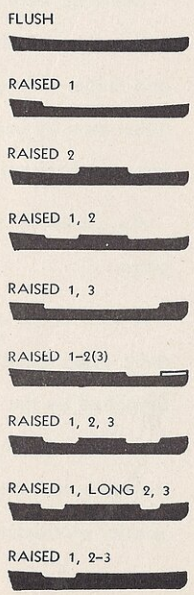




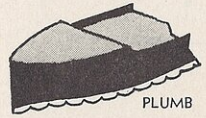


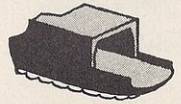
3 HULL—ISLANDS

NOT CONSIDERED IN PASSENGER TYPE

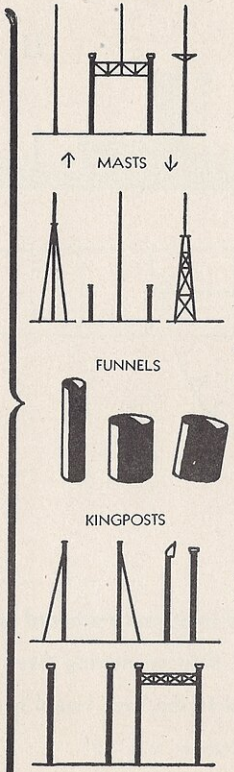


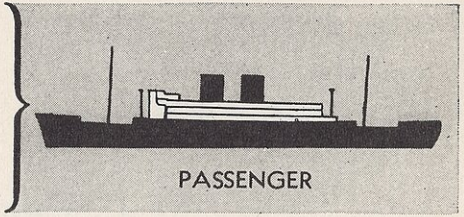
4 BOWS AND STERNS

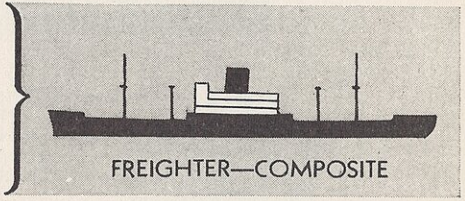


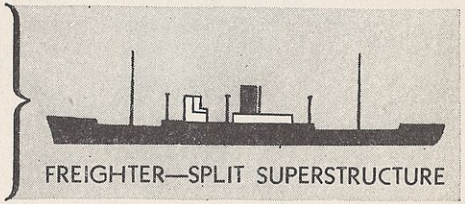


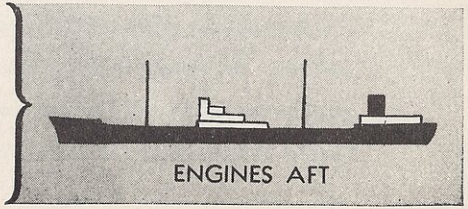
5 MFK ELEMENTS

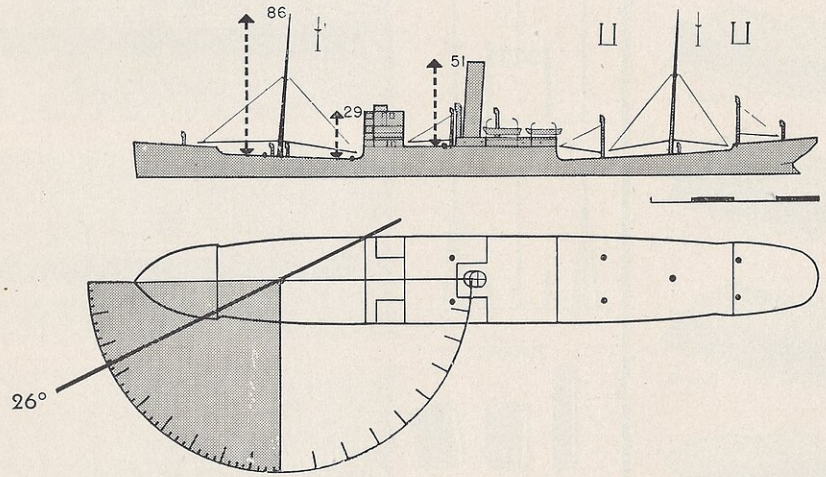












In the example shown, the forward mast and starboard corner of the bridge coincide. By drawing a line on the plan connecting these two points, a protractor centered on this line parallel to the keel would immediately give the bearing of the ship relative to the observer, e.g. 26°.

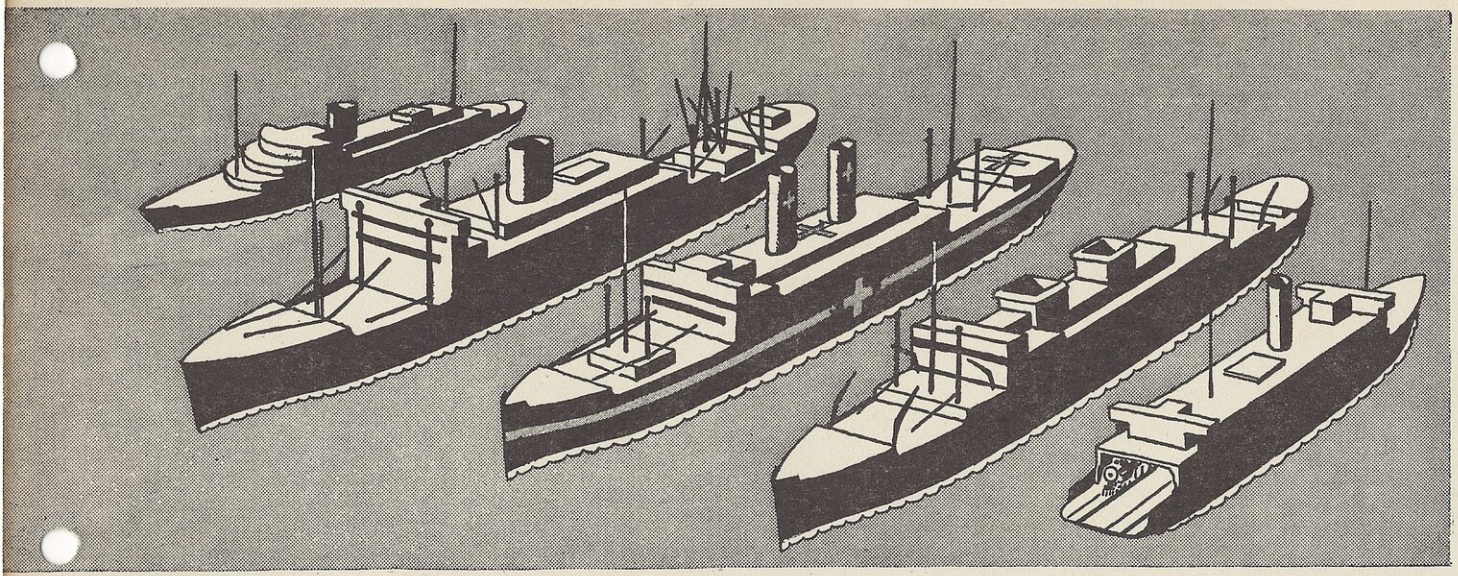
All information available to the Office of Naval Intelligence on the appearance, performance, and essential characteristics of Japanese Merchantmen is contained in this volume.

Photographs have been selected with emphasis on their tactical importance to the Fleet.

Drawings were prepared with the advice of experienced submariners, and may serve as actual target diagrams for determination of bearing and range. Heights have been indicated by sets of two constant points rather than by range bands, thus avoiding difficulties incidental to variations in freeboard of ships in light and loaded conditions.

As shown on the sketch, only easily determined heights have been given.

In view of the difficulty encountered in gauging actual bearing angles, deck plans have been included wherever possible. These have been simplified by the inclusion of only large visible elements of superstructure. By lining up two or three of these elements the observer may determine actual angle of bearing. Submarines have been supplied with special protractors for this purpose.



COASTAL TYPES

A numerically small group of modern ships designed for inland-sea traffic.

LARGE MODERN TYPES

An unknown number of this group has been converted into Auxiliary Carriers, leaving this a small but still important category.

LARGE, OLD TYPES

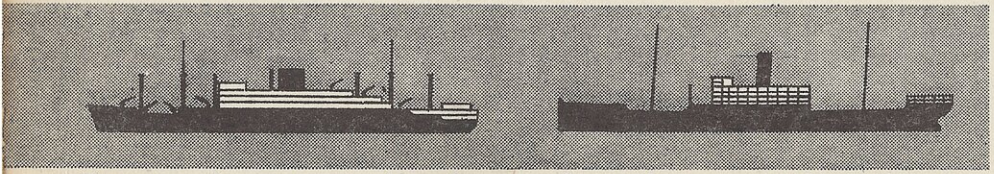
The largest Passenger group; encountered in most of the past landing operations. Convential Hospital Ship markings are shown.

SEIZURES

Many of the largest and best Passenger types are the European vessels that have fallen into Japanese hands. They are distinguished as being the only ships having cranes.

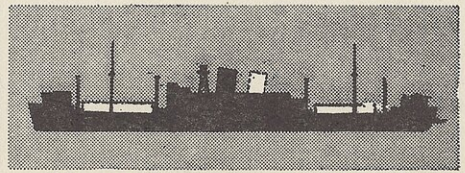
TRAIN FERRIES

Since this is a limited fleet of older types, they will probably continue in their peacetime functions.



Kingposts and cranes, essential to coding, are shown above in all possible positions.

Some older passenger ships with two or more promenade decks have a superstructure of less than one-third the overall hull length.

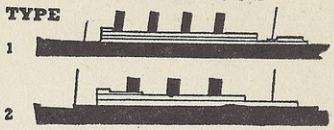


Wartime changes may bring about radical profile alterations. These should be reported when noted.

PASSENGER SHIPS

GROUP 1

FULL SUPERSTRUCTURE



TYPE		PAGES
1		
2		
3		1–7
4		8–18
	ONE FUNNEL no Ks or Cs	
5		19
6		20–28
7		29–38
8		39–42
	ONE FUNNEL with Ks or Cs	
9		43-44
10		44–49
11		50–59
12		60–62

NAME	YEAR BUILT	GROSS TONNAGE	LENGTH	CODE	PAGE
ASAMA MARU	29	16,975	560	3 MFFM	1
TATUTA MARU	30	16,975	560	3 MFFM	1
KOAN MARU	36	7,080	415	3 MFFM	2
KONGO MARU	36	7,082	415	3 MFFM	2
DAIREN MARU	25	3,748	360	3 MFFM	3
HOTEN MARU	28	3,975	360	3 MFFM	3
TSINGTAO MARU	30	4,017	360	3 MFFM	3
OTOMARI	21	2,300	200	3 MFFM	4
ANIWA MARU	27	3,391	310	3 MFFMK	5
TAKASAGO MARU	36	9,347	463	3 MKFFM	6
KEIHUKU MARU	21	3,428	360	3 KMFFM	7
SYOKEI MARU	22	3,620	360	3 KMFFM	7
TOKUZYU MARU	21	3,620	360	3 KMFFM	7
HUSO MARU	08	8,196	475	4 MFFM	8
AMERICA MARU	98	6,070	423	4 MFFM	9
SEIKAN MARU No. 3	39	2,787	361	4 MFFM	10
SHANGHAI MARU	23	5,259	395	4 MFFMK	11
CONTE VERDE	23	18,765	570	4 MKFFM	12
HARADA MARU	03	4,109	374	4 CMFFM	13
HORAI MARU	12	9,192	451	4 MFFKMK	14
TAIZAN MARU	02	3,930	373	4 MKFFMK	15
TEIKYO MARU	24	15,105	544	4 KMKKFFM	16
TEIA MARU	32	17,537	544	4 CCMCFFCMC	17
TEI? MARU	26	10,086	456	4 CCMCFFMC	18
TEIRITU MARU	22	9,877	455	4 CCMCFFCMCC	18
SUMIRE MARU	28	1,730	243	5 MFM	19
KURENAI MARU	24	1,547	238	5 MFM	19
MIDORI MARU	28	1,547	238	5 MFM	19
MURASAKI MARU	21	1,597	230	5 MFM	19
MURO MARU	26	1,607	230	5 MFM	19
NATI MARU	26	1,607	230	5 MFM	19
KAMAKURA MARU	30	17,526	560	6 MFM	20
TAKATIHO MARU	34	8,154	453	6 MFM	21
KOBE MARU	40	7,938	430	6 MFM	22
KITURIN MARU	35	6,783	427	6 MFM	23
NEKKA MARU	35	6,784	427	6 MFM	23
KOKURYU MARU	37	7,369	426	6 MFM	24
ORYOKU MARU	37	7,363	426	6 MFM	24
USSURI MARU	32	6,386	407	6 MFM	25
GASSAN MARU	38	4,515	357	6 MFM	25
KEHI MARU	39	4,523	357	6 MFM	25
SOYA MARU	32	3,593	310	6 MFM	26
PEKING MARU	37	2,289	265	6 MFM	26
MANZYU MARU	39	2,298	262	6 MFM	26
TATIBANA MARU	35	1,772	249	6 MFM	27
KOGANE MARU	36	1,906	244	6 MFM	27
NISIKI MARU	34	1,848	243	6 MFM	27
RYOHU MARU	37	1,180	227	6 MFM	28
KASIMA MARU	13	9,908	490	7 MFM	29
KATORI MARU	13	9,849	490	7 MFM	29
YOSINO MARU	6	8,990	464	7 MFM	30
MIZUHO MARU	12	8,506	460	7 MFM	30
NIKKO MARU	03	5,058	428	7 MFM	31
TEIKO MARU	21	8,009	418	7 MFM	31
TEISON MARU	21	7,007	410	7 MFM	32
URAL MARU	29	6,374	405	7 MFM	32
KASADO MARU	00	6,003	401	7 MFM	33
KHAI DINH	14	5,110	380	7 MFM	
SIBERIA MARU	09	3,461	351	7 MFM	33
MATUMAE MARU	24	3,429	350	7 MFM	34
SYOHO MARU	23	3,460	350	7 MFM	34
TUGARU MARU	24	3,484	350	7 MFM	34
SINGU MARU	90	2,746	345	7 MFM	34
KOWA MARU	09	3,217	331	7 MFM	35
TAINAN MARU	97	3,175	330	7 MFM	35
MANSYU MARU	12	3,054	324	7 MFM	36
SIRAGI MARU	12	3,022	320	7 MFM	36
HOZAN MARU	07	2,344	306	7 MFM	36
KAGI MARU	07	2,334	306	7 MFM	36
CANTON MARU	28	2,820	300	7 MFM	37

TYPE INDEX

NAME	YEAR BUILT	GROSS TONNAGE	LENGTH	CODE	PAGE
TAI POO SEK	81	1,960	285	7 MFM	
TYOAN MARU	27	2,632	285	7 MFM	37
TYOKO MARU	27	2,629	285	7 MFM	37
TYOZYO MARU	27	2,611	285	7 MFM	37
AMAKUSA MARU	01	2,340	279	7 MFM	37
TYOHEI MARU	20	1,718	260	7 MFM	38
TYOHAKU MARU	08	1,287	231	7 MFM	38
BAKUZAN MARU	14	2,104	280	7 MFM	38
SAIPAN MARU	36	5,533	382	8 MFM	39
PALAO MARU	34	4,495	362	8 MFM	40
UKISIMA MARU	36	4,730	356	8 MFM	41
TERUKUNI MARU	99	3,589	352	8 MFM	41
NAMINOUE MARU	36	4,731	351	8 MFM	41
MING SANG	34	3,420	329	8 MFM	42
YU SANG	34	3,432	329	8 MFM	42
HONGKONG MARU	35	2,797	299	8 MFM	42
PRESIDENT HARRISON	21	10,509	502	9 KMFMK	43
OP TEN NOORT	27	6,076	425	9 CMFMC	44
BUENOS AIRES MARU	29	9,626	461	10 MFMK	45
RIO DE JANEIRO MARU	30	9,627	461	10 MFMK	45
HUZI MARU	37	9,138	453	10 MKFM	44
KASUGA MARU	41	17,128	558	10 MKFKM	46
NITTA MARU	39	17,150	558	10 MKFKM	46
YAWATA MARU	37	16,500	558	10 MKFKM	46
ARGENTINA MARU	39	12,755	545	10 MKFKM	47
BRASIL MARU	09	12,752	545	10 MKFKM	47
KOKOKU MARU	41	10,300	540	10 MKFKM	48
HOKOKU MARU	39	10,439	500	10 MKFKM	48
AIKOKU MARU	40	10,500	492	10 MKFKM	48
SCHARNHORST	35	18,184	626	10 KMKFKMK	49
MANZYU MARU	25	7,267	431	11 MFMK	50
KANZYU MARU	26	7,267	430	11 MFMK	50
MONTEVIDEO MARU	26	7,267	430	11 MFMK	50
HUSIMI MARU	14	10,936	505	11 MKFM	51
SUWA MARU	14	10,672	505	11 MKFM	51
KAMO MARU	08	7,955	465	11 MKFM	52
KITANO MARU	09	7,952	465	11 MKFM	52
RAKUYO MARU	21	9,419	460	11 MKFM	53
ATUTA MARU	09	7,983	460	11 MKFM	52
TANGO MARU	05	6,893	446	11 MKFM	54
BARENTSZ	15	4,819	383	11 MKFM	
YAMATO MARU	15	9,656	505	11 MKFMK	55
ASAHI MARU	14	9,326	483	11 MKFMK	56
HAKONE MARU	21	10,420	495	11 MKFKM	57
HAKOZAKI MARU	22	10,413	495	11 MKFKM	57
HAKUSAN MARU	23	10,380	495	11 MKFKM	57
HARUNA MARU	22	10,421	495	11 MKFKM	57
FAUSANG	21	2,256	285	11 MKFKM	59
BAIKAL MARU	21	5,266	400	11 KMFMK	58
ARIADNE MOLLER	07	1,840	255	11 MKKFKM	59
HEIYO MARU	30	9,816	460	12 MKFM	60
HEIAN MARU	30	11,616	512	12 MFKMK	61
HIE MARU	30	11,621	512	12 MFKMK	61
HIKAWA MARU	30	11,622	512	12 MFKMK	61
YASUKUNI MARU	30	11,933	508	12 MKFKM	62

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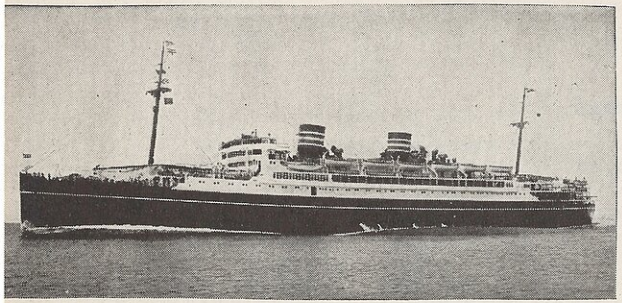
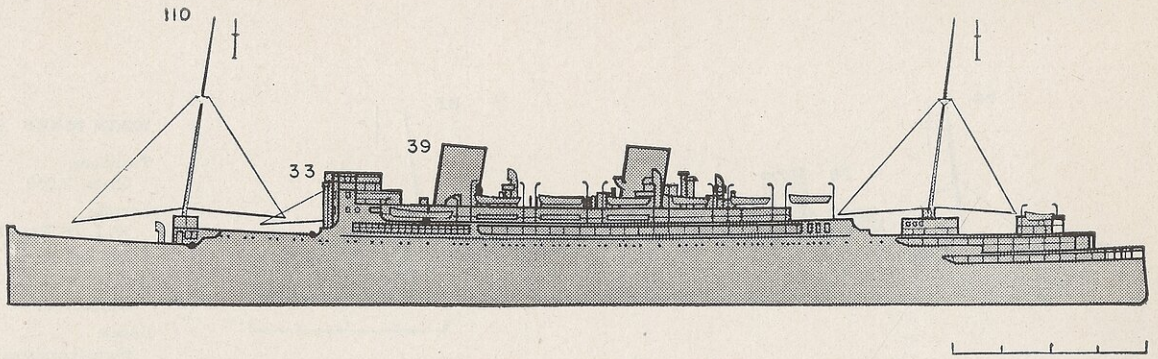
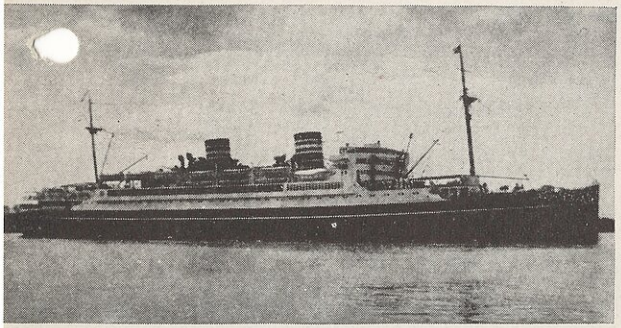
3 MFFM

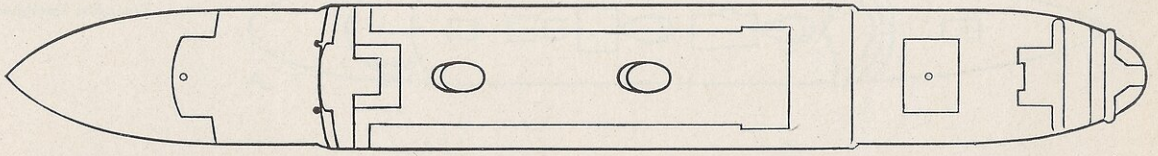


ASAMA MARU ▲ ▼





▼ TATUTA MARU



A

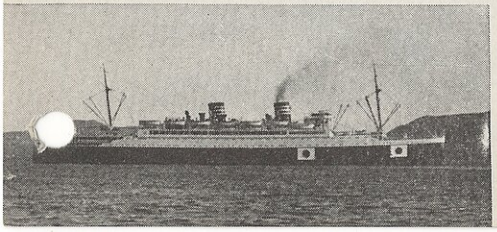
ASAMA MARU – TATUTA MARU

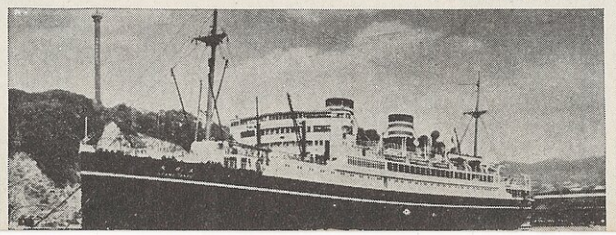
Tonnages:
Gross: 16,975 D. W.: 8,100
Length:
W. L. (B. P.): 563' O. A.: 584'
Beam: 72'
Drafts:
Loaded: 23' 6" Light: 19' 6"
Speed:
Normal cruising: 13 Max: 21

Constructed:
1929–30 Japan
Propulsion:
Machinery: Diesel:
Screws: 4 I. H. P.: 24,000
R. P. M.: 110 @ Knots: 18
B. H. P.: 16,000

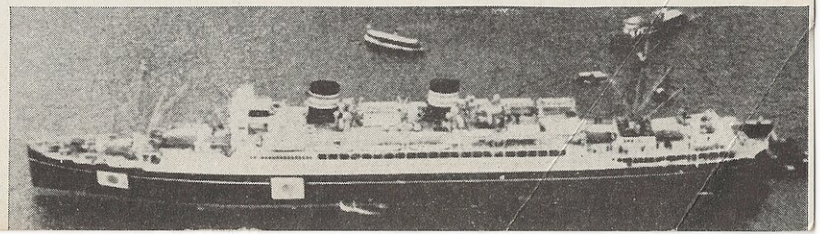
R. P. M.: 123 @ Knots: 20.7
Fuel: Oil Capacity: 3,400 tons including deep tanks
Radius: 24,000 miles at 13 knots.

Potential naval value: ACL, ACV, AP
Remarks: Extensive watertight bulkheads. Telephonic inner communications. R. D. F. rangefinder. Probably mounts 6" guns.



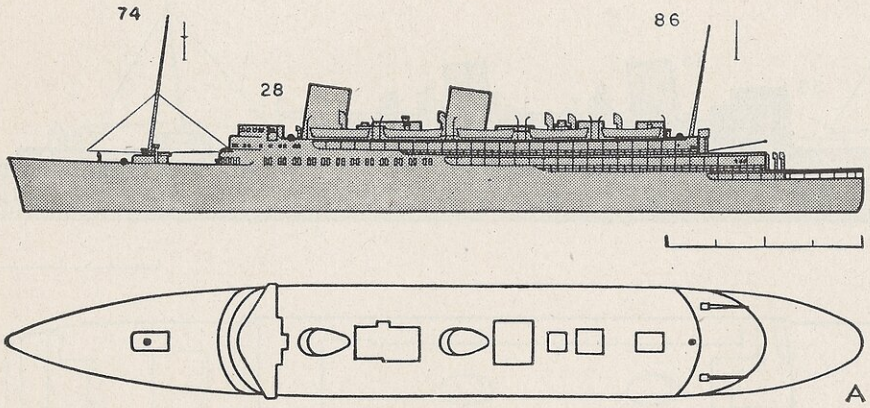


▼ ASAMA MARU



▼ TATUTA MARU

3 MFFM



KOAN MARU KONGO MARU

Tonnages:
Gross: 7,080 D. W.: 2,720

Length:
W. L. (B. P.): 415' O. A.: 440'

Beam: 57'

Drafts:
Loaded: 20' Light:

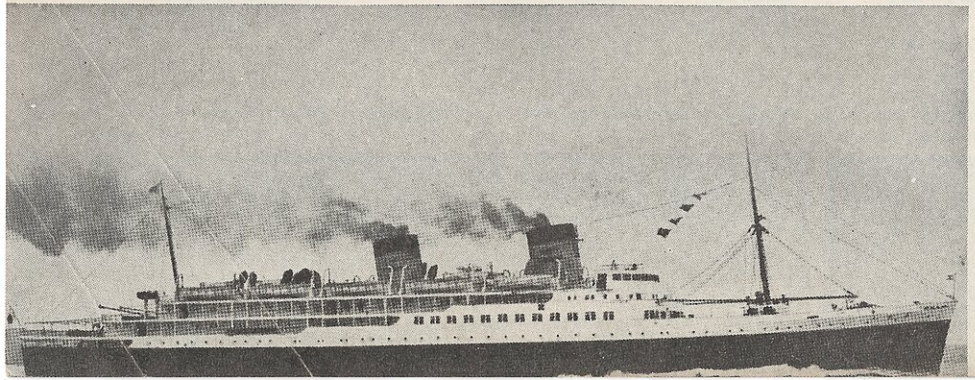
Speed:
Normal cruising: 20 Max.: 23

Constructed:
1936 Japan

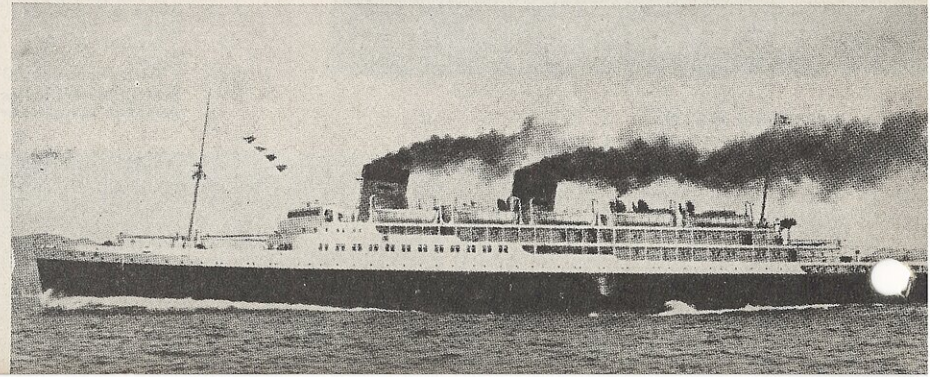
Propulsion:
Machinery: Steam turbine
Screws: 2 S. H. P.: 12,000
R. P. M.: @ Knots:
Fuel: Coal Capacity: 575 tons
Radius:

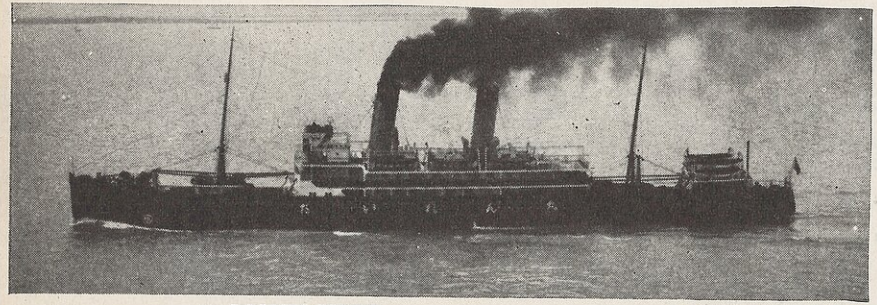
Potential naval value: AP, AC.
Remarks: Designed for near seas ferry service.

▼ KONGO MARU



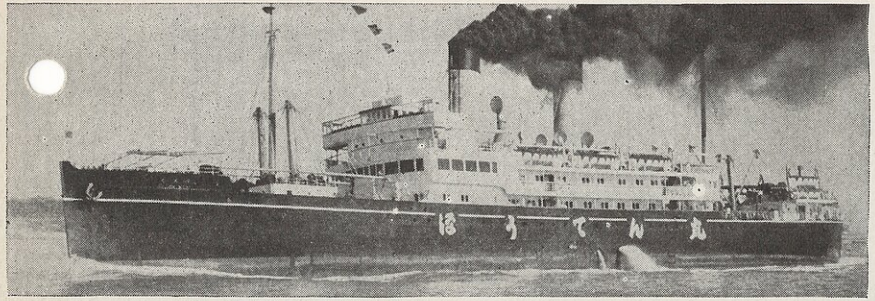
▼ KOAN MARU



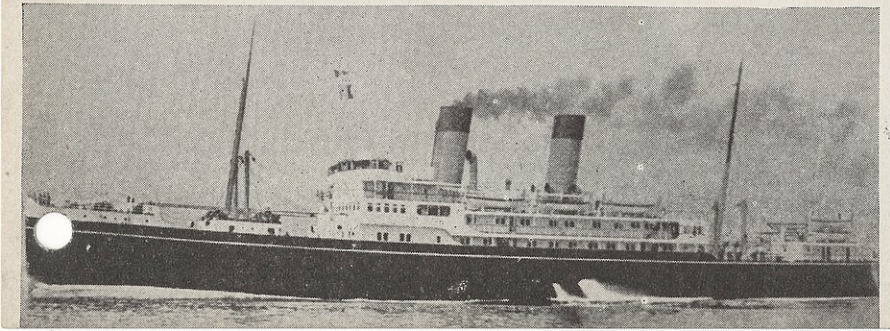


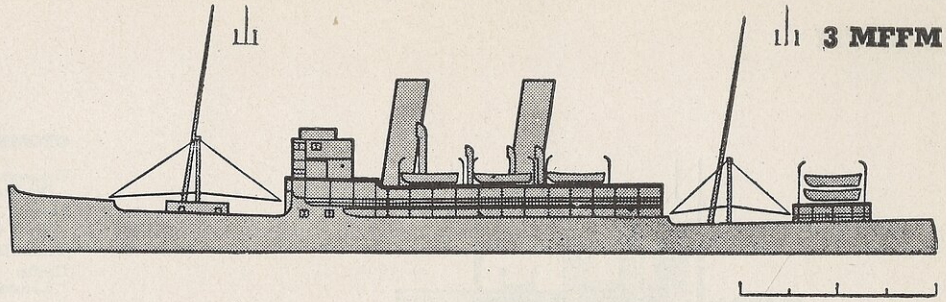
▲ DAIREN MARU

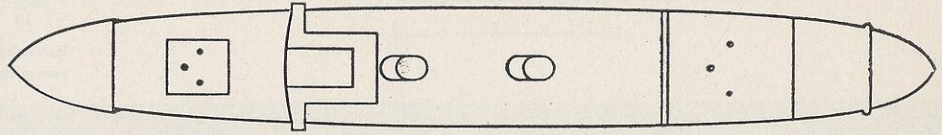
▼ HOTEN MARU



▼ TSINGTAO MARU





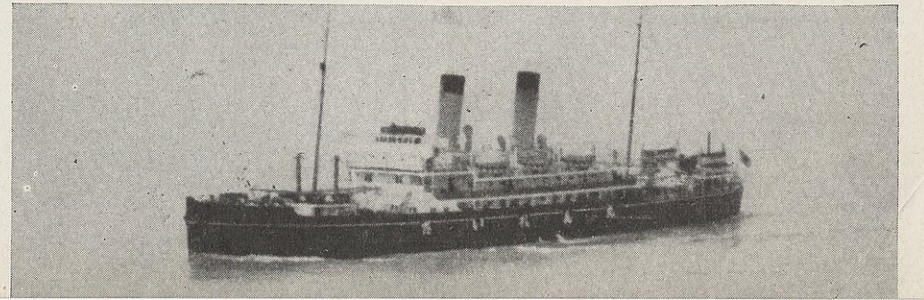


DAIREN MARU
HOTEN MARU, TSINGTAO MARU

Tonnages:
Gross: 3,748–4,017 D. W.: 3,000
Length:
W. L. (B. P.): 360 O. A.:
Beam: 46'
Drafts:
Loaded: 20 Light:
Speed:
Normal cruising: 14 Max.: 17
Potential naval value: AP., APC.
Remarks: Designed for near seas service. HOTEN MARU and TSINGTAO MARU have forward part of promenade decks enclosed.
Potential naval value: ACL, ACV, AP.

Constructed:
1925–28–30 Japan
Propulsion:
Machinery: Steam turbine
Screws: 2 H. P.:
R. P. M.: @ Knots:
Fuel: Coal Capacity: 525 tons
Radius:

▼ DAIREN MARU



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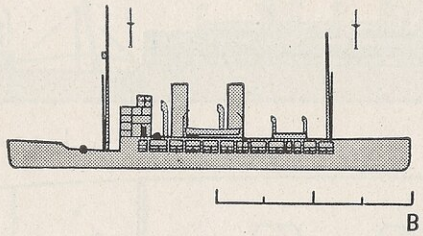
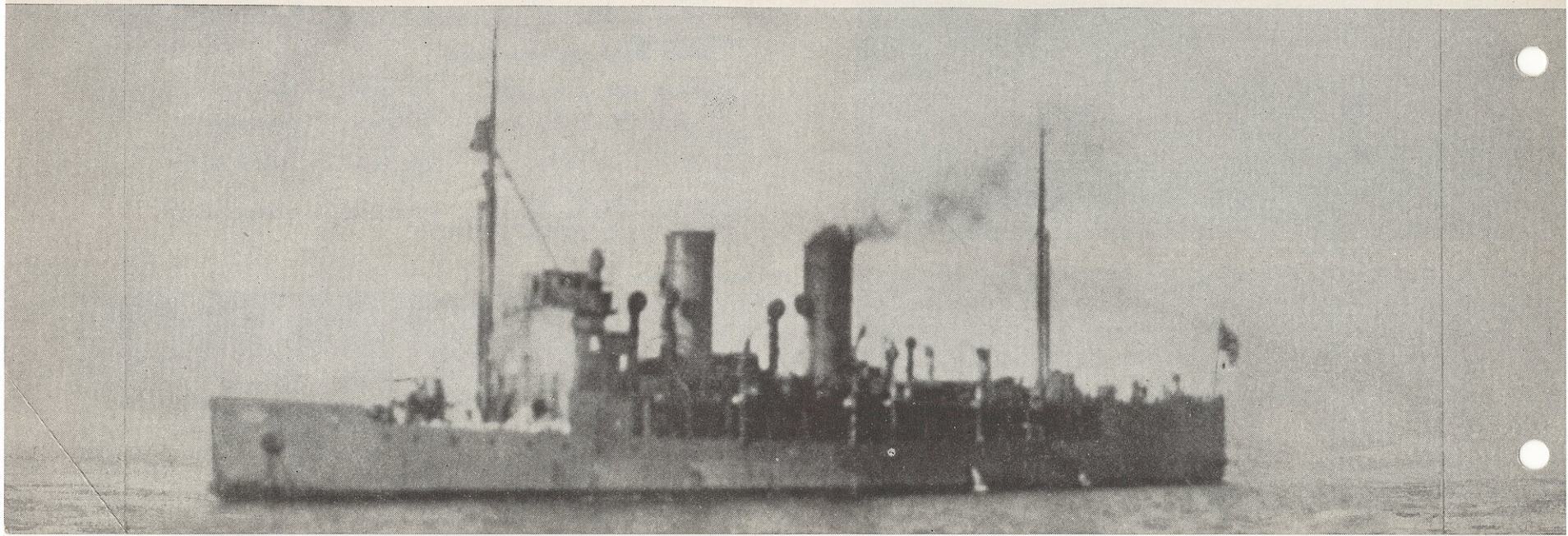


OTOMARI

Tonnages:
Displacement: 2,300
Length:
W. L. (B. P.): 200′ O. A.:
Beam: 50′
Drafts:
Loaded: 19′ Light:
Speed:
Normal cruising: Max:
13

Constructed:
1921 Japan
Propulsion:
Machinery: Reciprocating:
Screws: 2 I. H. P.: 4,000
R. P. M.: @Knots:
Fuel: Capacity:
Radius:

Remarks: Ice breaker. This is a Japanese naval vessel included herein because of resemblance to merchant ships



ANIWA MARU

Tonnages:
Gross: 3,391 D. W.: 2,100

Length:
W. L. (B. P.): 310′ O. A.: 327′

Beam: 45′

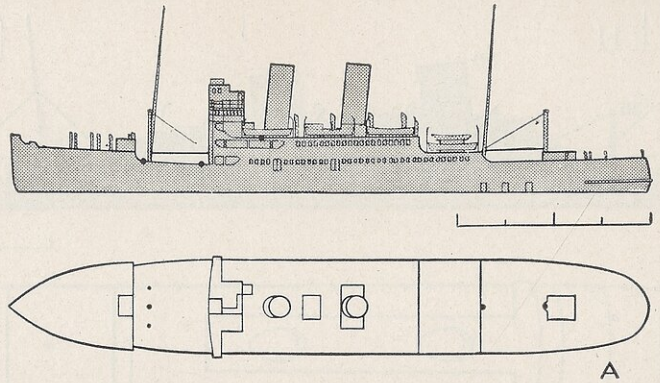
Drafts:
Loaded: 21′ Light:

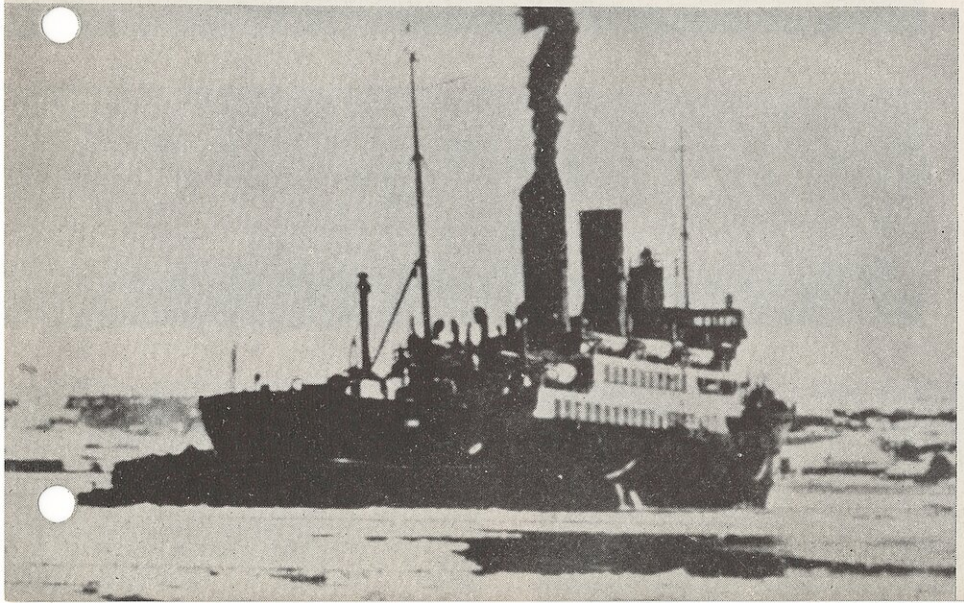
Speed:
Normal cruising: 12 Max: 16

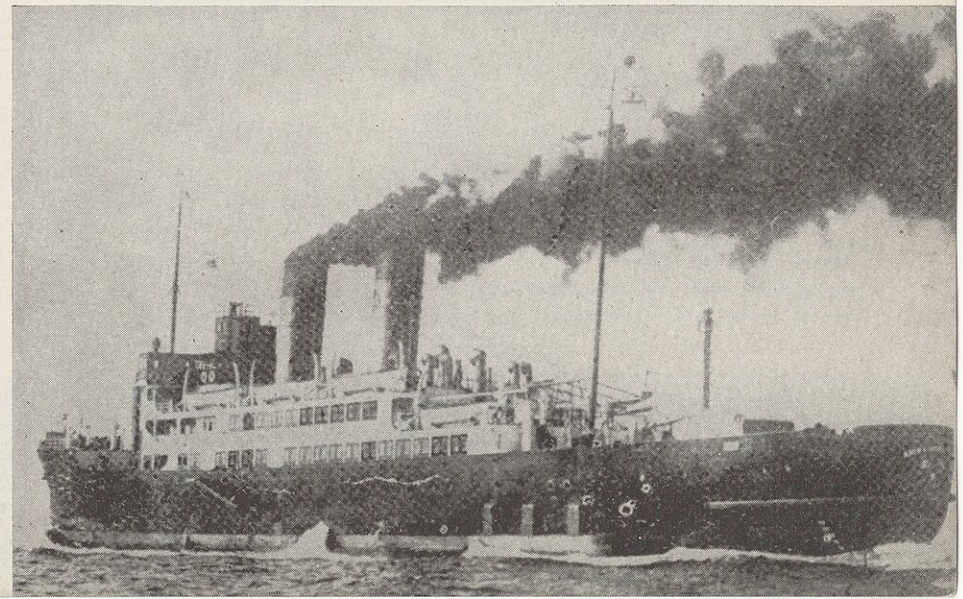
Constructed:
1927 Japan

Propulsion:
Machinery: Reciprocating:
Screws: 2 I. H. P.: 6,395
R. P. M.: @ Knots:
Fuel: Coal Capacity:
Radius:

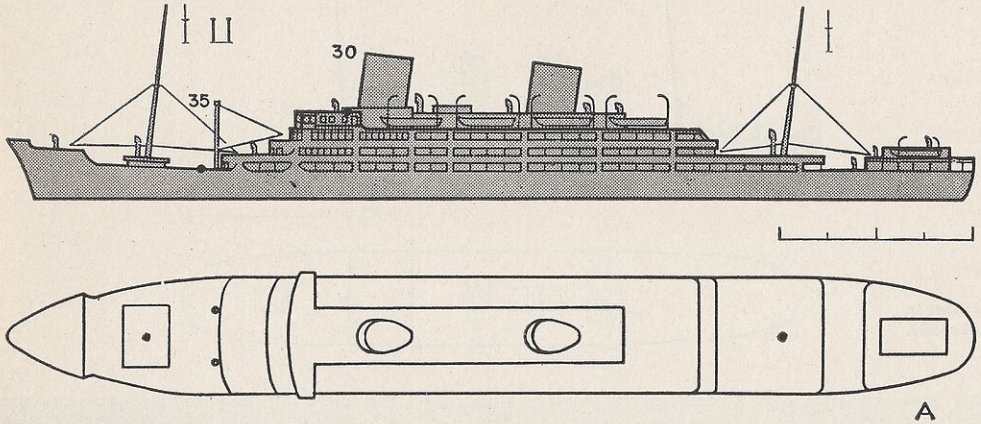
Potential naval value: AP, tender, or patrol vessel.
Remarks: Displacement tonnage: 5,234. This vessel is the most powerful ice-breaker in the Far East. Reported able to make way through 10′ ice. Nine watertight bulkheads.

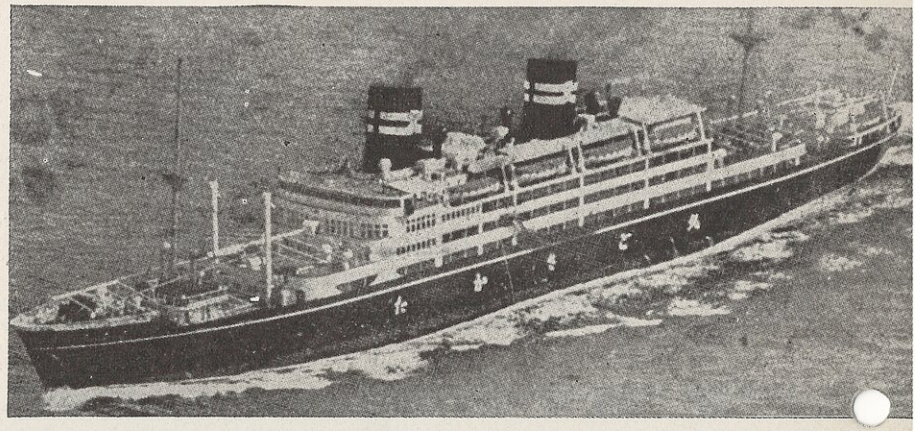






3 MKFFM





TAKASAGO MARU

Tonnages:
Gross: 9,347 D. W.: 6,000

Length:
W. L. (B. P.): 463′ O. A.:

Beam: 61′

Drafts:
Loaded: 27′ (estimated) Light:

Speed:
Normal cruising: 16 Max.: 19

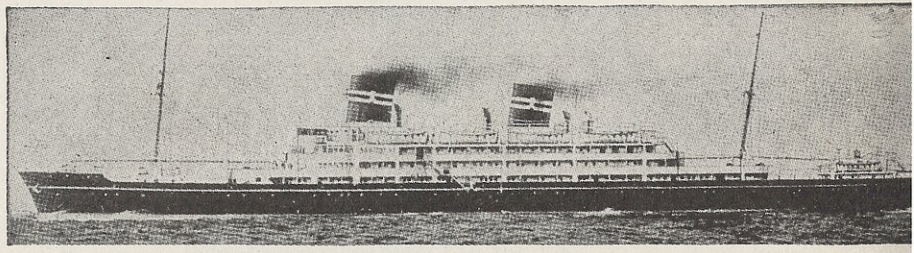
Constructed:
1936 Japan

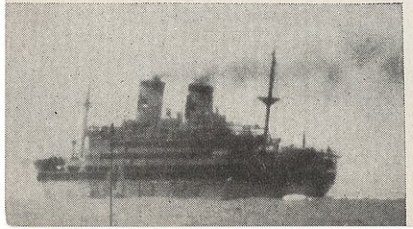
Propulsion:
Machinery: Steam turbines:
Screws: 2 N. H. P.: 1,416
R. P. M.:
Fuel: Coal @Knots:

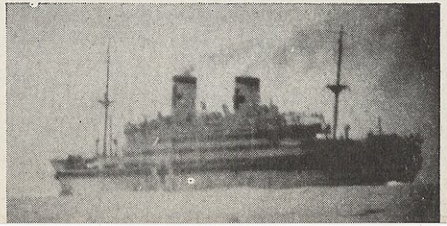
Radius: Capacity:

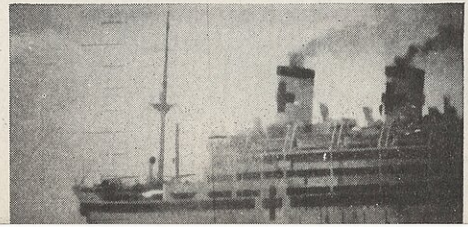
Potential naval value: Declared a hospital ship.

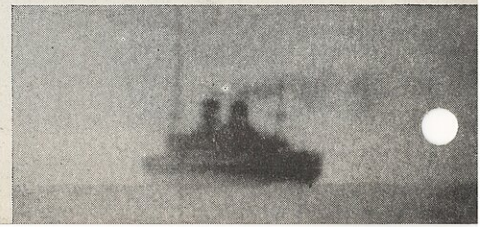
Remarks: Strengthened for gun mounts.

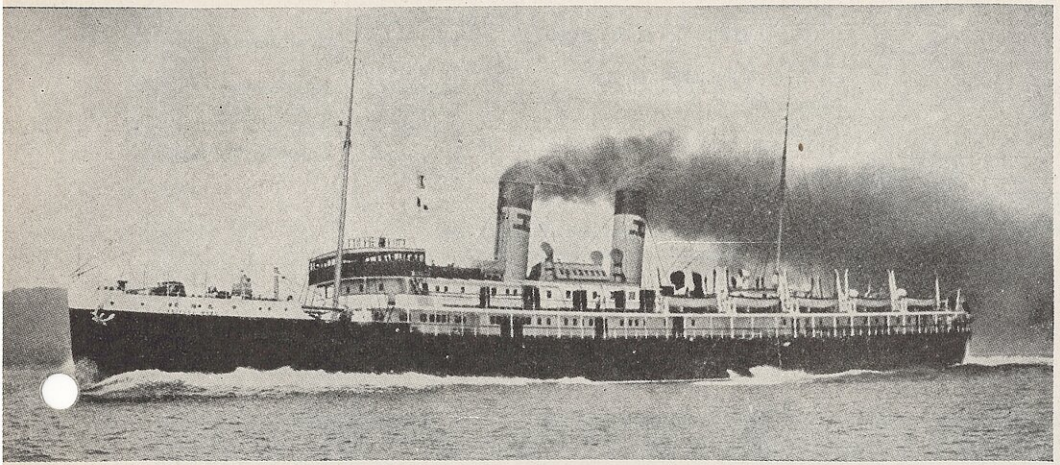




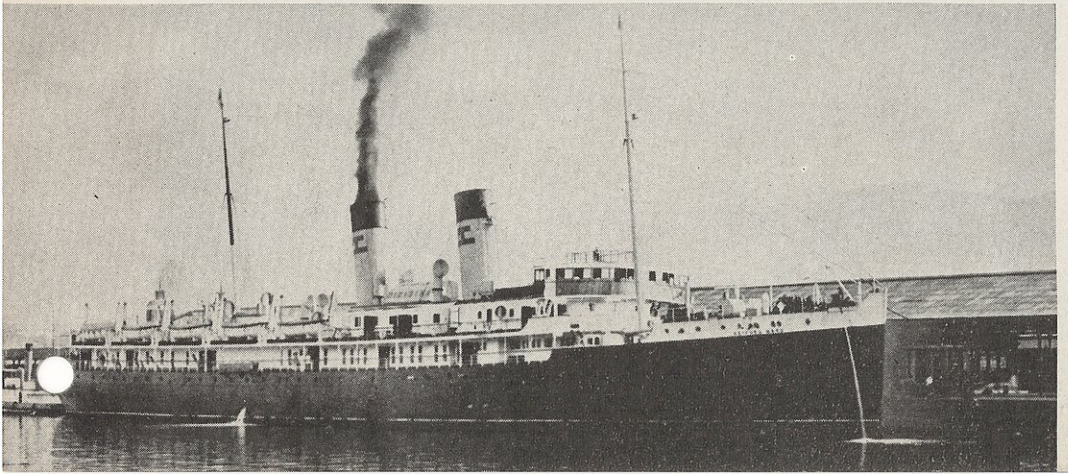


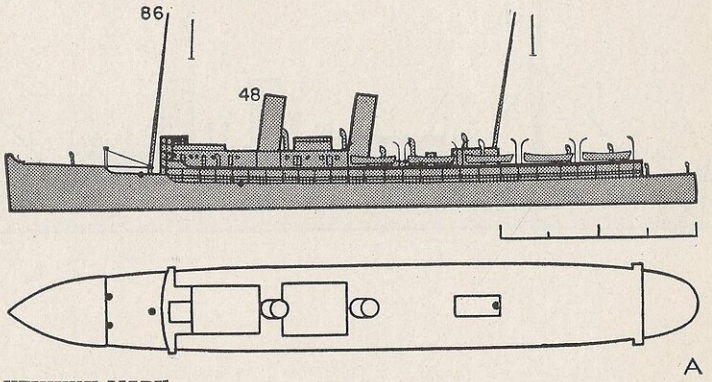






▼ KEIHUKU MARU ▲





KEIHUKU MARU
SYOKEI MARU, TOKUZYU MARU

Tonnages:
Gross: 3,428–3,638 D. W.: 690

Length:
W. L. (B. P.): 360′ O. A.:

Beam: 46′

Drafts:
Loaded: 15′ Light:

Speed
Normal cruising: 17 Max: 18½

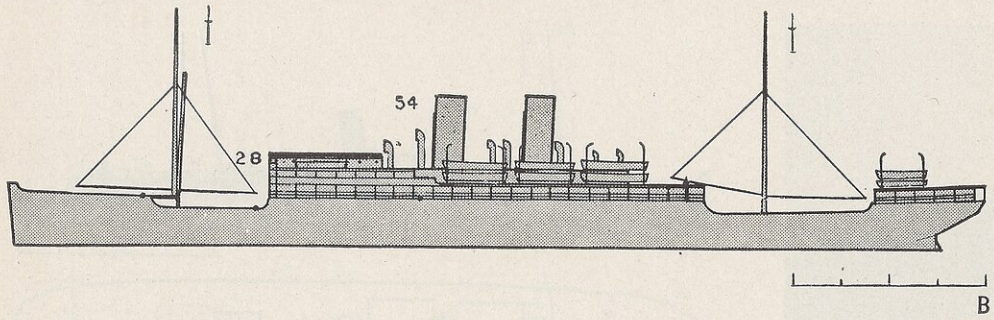
Constructed:
1921–23 Japan

Propulsion:
Machinery: Steam turbines
Screws: 2 H. P.:
R. P. M.: @ Knots:
Fuel: Capacity:
Radius:

Potential naval value: AP, APC

Remarks: Designed for near seas ferry service.

4 MFFM



HUSO MARU

Tonnages:
Gross: 8,196 D. W.: 9,200

Length:
W. L. (B. P.): 475′ O. A.:

Beam: 58′

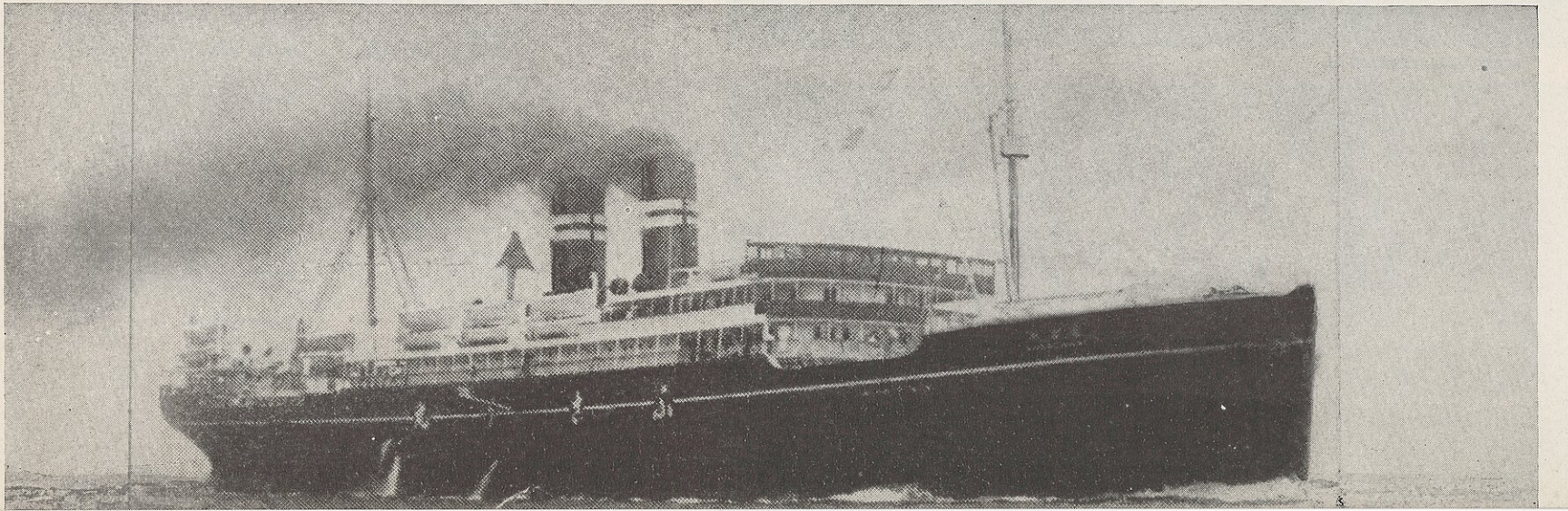
Drafts:
Loaded: 28′ Light:

Speed:
Normal cruising: Max: 17
13

Constructed:
1903 Great Britain

Propulsion:
Machinery: Reciprocating
Screws: 2 N. H. P.: 1,130
R. P. M.: @Knots:
Fuel: Coal Capacity: 468 tons
Radius:

Potential naval value: Declared a hospital ship.
Remarks: Operated near seas service before war.



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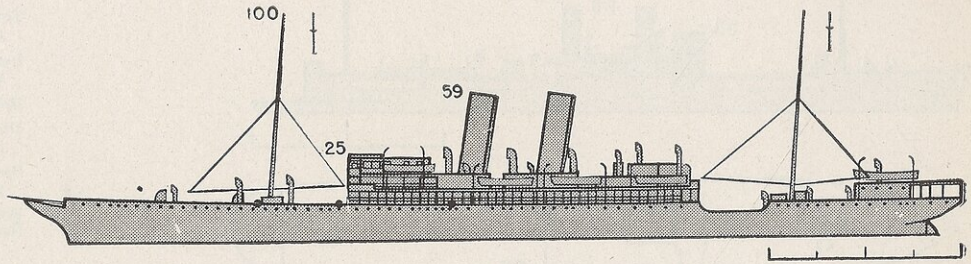
AMERICA MARU

Tonnages:
Gross: 6,070 D. W.: 5,800
Length:
W. L. (B. P.): 423′ O. A.:
Beam: 51′
Drafts:
Loaded: 27′ Light:
Speed:
Normal cruising: Max: 15
14

Constructed:
1898 Great Britain
Propulsion:
Machinery: Reciprocating
Screws: 2 N. H. P.: 1,080
R. P. M.: @Knots:
Fuel: Coal Capacity: 1,787
Radius: tons

Potential naval value: Declared a hospital ship.
Remarks:



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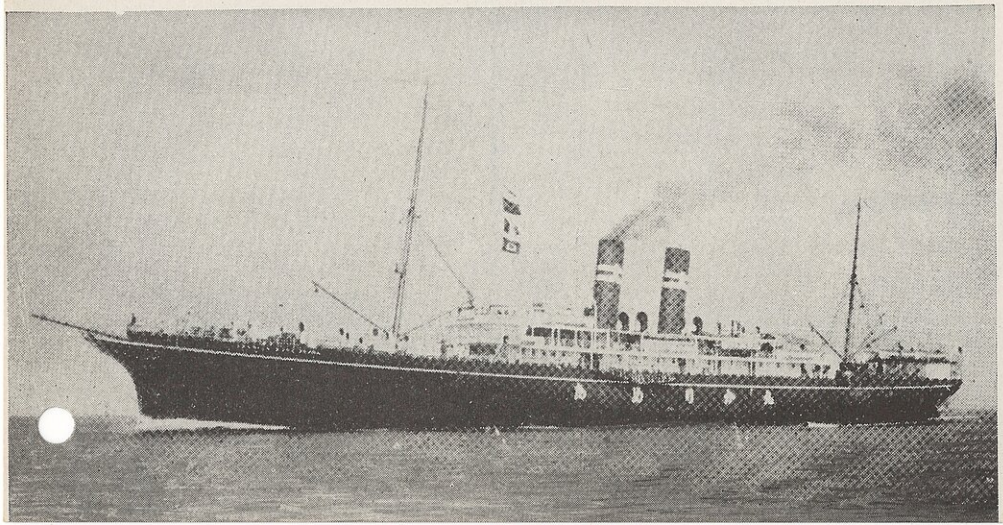

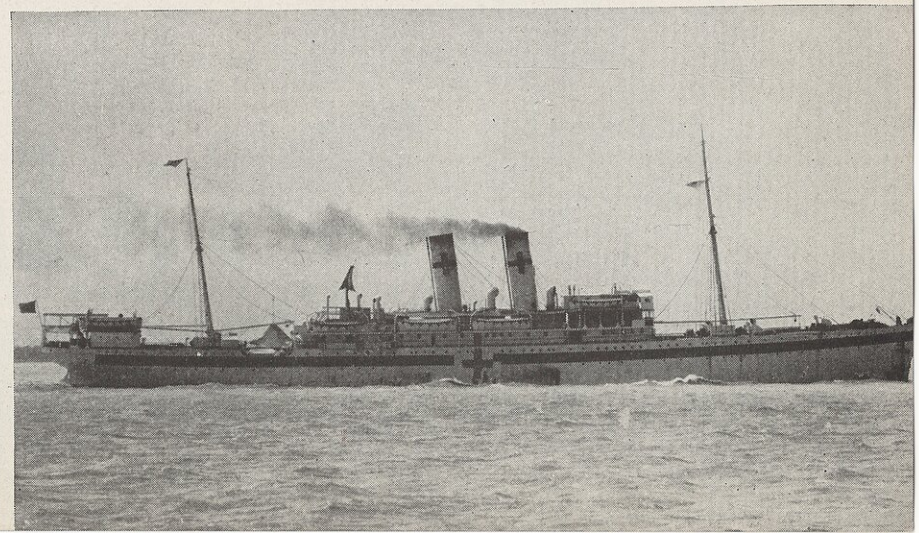

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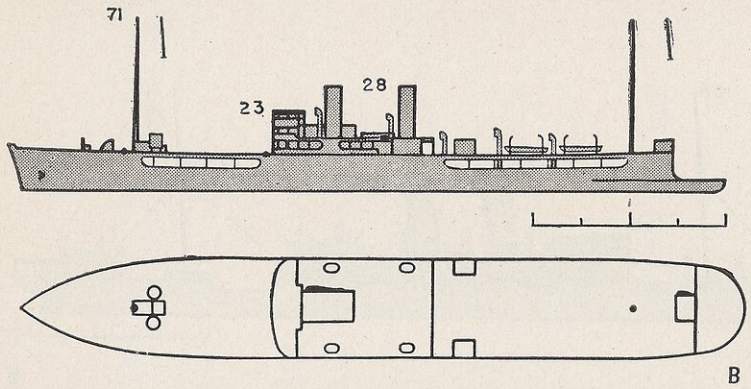
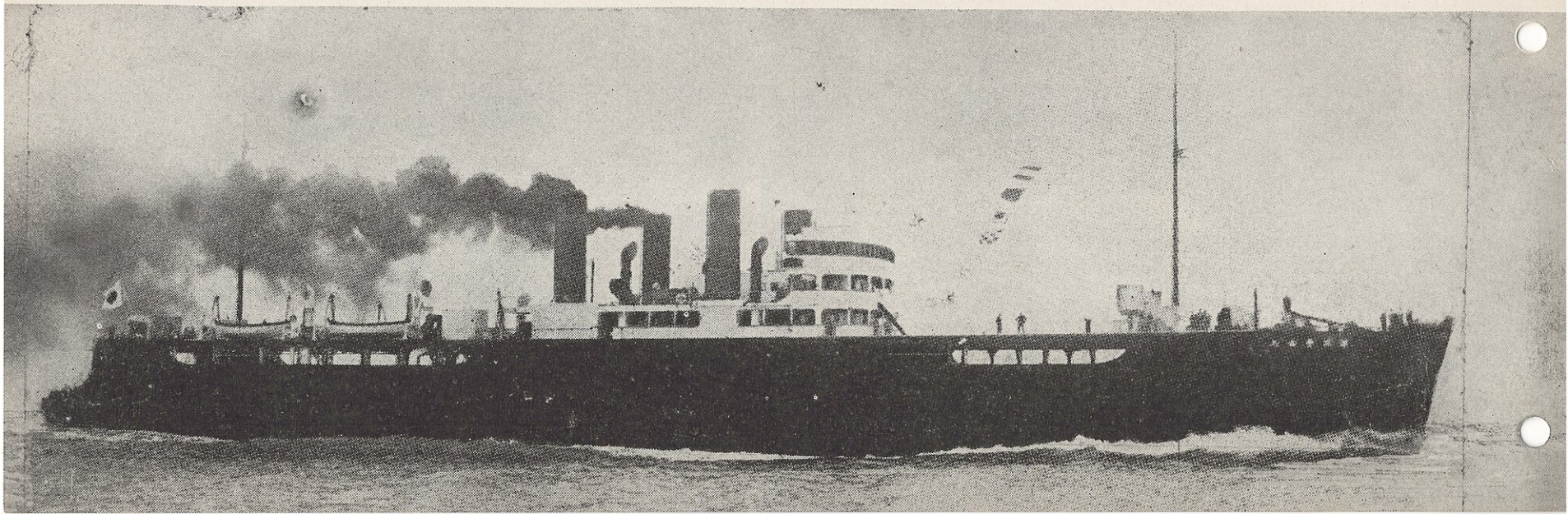


SEIKAN MARU NO. 3

Tonnages:
Gross: 2,787 D. W.:
Length:
W. L. (B. P.): 360′ O. A.:
Beam: 52′
Drafts:
Loaded: Light:
Speed:
Normal cruising: 16 Max:
Potential naval value: APc.
Remarks: Government-operated ferry.

Constructed:
1939 Japan
Propulsion:
Machinery: Turbine
Screws: 2 N. H. P.: 733
R. P. M.: @Knots:
Fuel: Coal Capacity:
Radius:



ONI 208-J RESTRICTED

DIVISION OF NAVAL INTELLIGENCE—IDENTIFICATION AND CHARACTERISTICS SECTION

4 MFFMK

SHANGHAI MARU

Tonnages:
Gross: 2,060 D. W.: 2,800

Length:
W. L. (B. P.): 395′ O. A.:

Beam: 54′

Drafts:
Loaded: 21′ Light: 14′

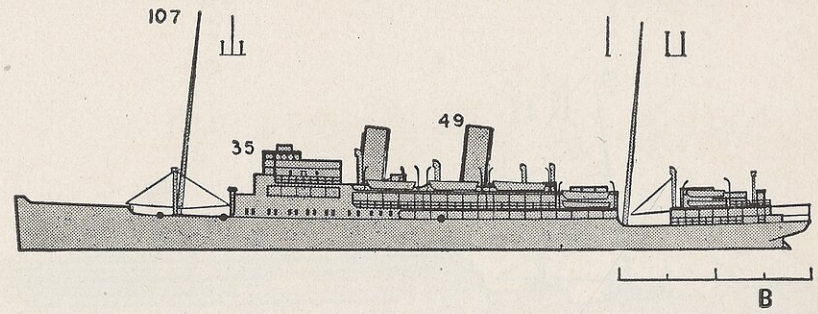
Speed:
Normal cruising: 18 Max.: 21

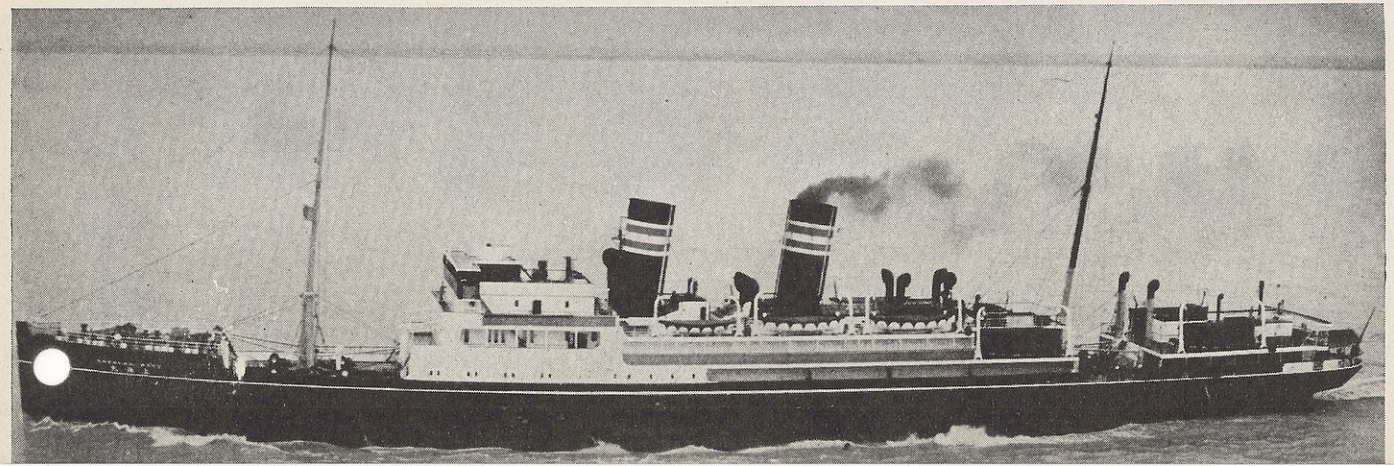
Potential naval value: AP.

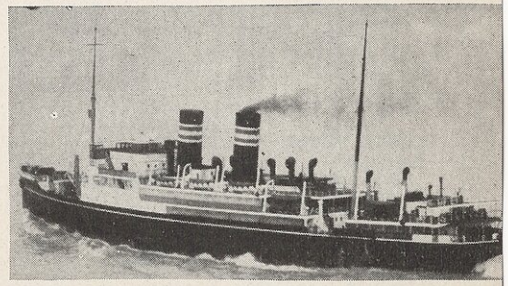
Remarks: Designed for near seas service.

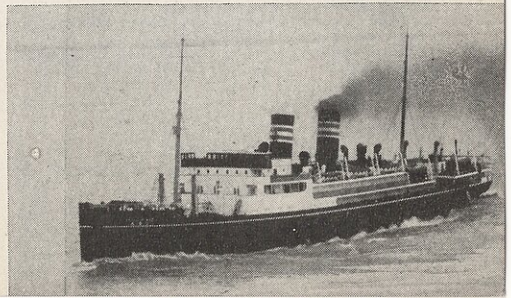
Constructed:
1923 Great Britain

Propulsion:
Machinery: Steam turbine
Screws: 2 I. H. P.: 11,137
N. H. P.: 1,852
R. P. M.: 225 @Knots: 20.17
Fuel: Coal Capacity:
Radius: Cruising 3,000 miles.

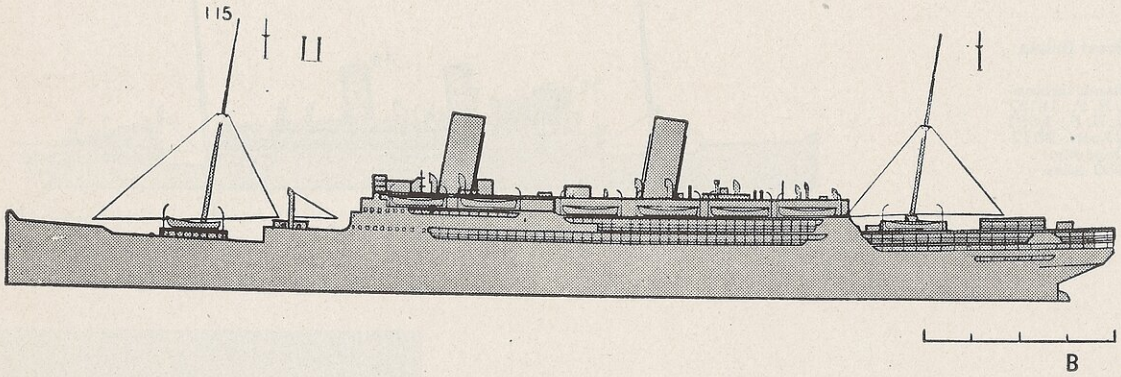


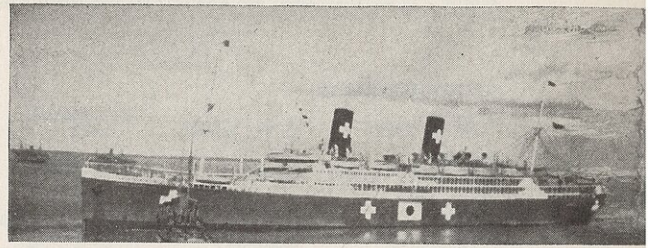


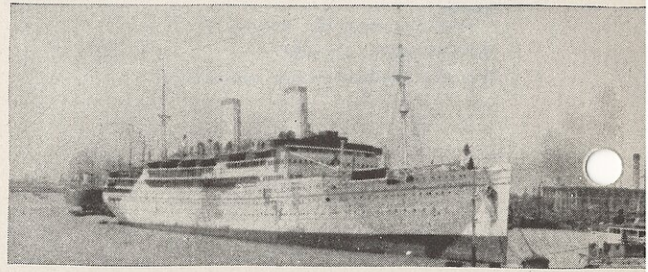




4 MKFFM



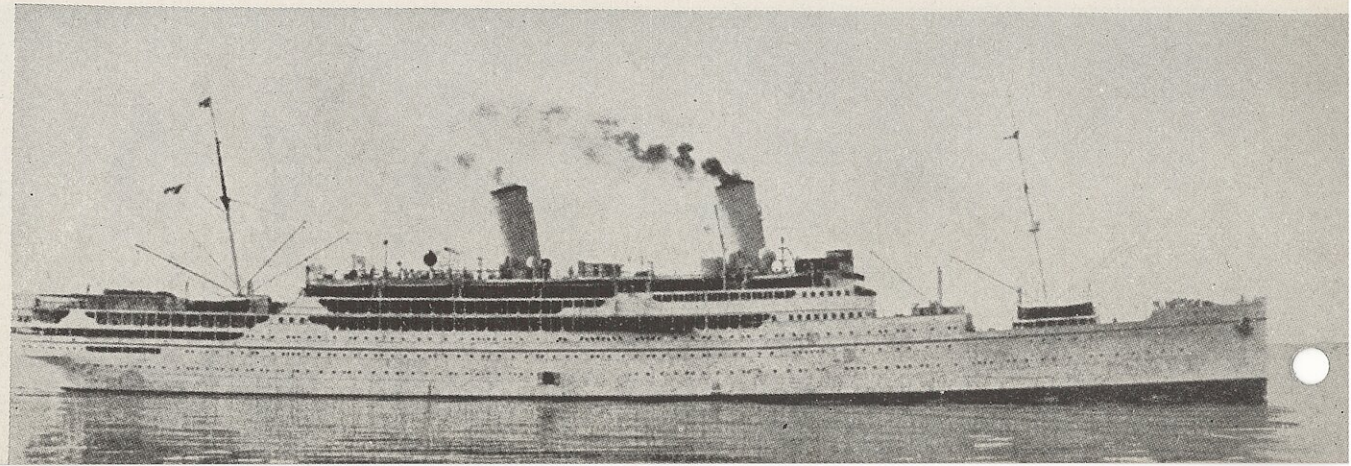




CONTE VERDE

Tonnages:
Gross: 18,765 D. W.: 6,800
Length:
W. L. (B. P.): 570' O. A.:
Beam: 74'
Drafts:
Loaded: 28' Light:
Speed:
Normal cruising: 19 Max.: 21
Constructed:
1923 Great Britain
Propulsion:
Machinery: Steam Turbine
Screws: 2 N. H. P.: 3,650
R. P. M.: @ Knots:
Fuel: Oil Capacity: 3,800 tons
Radius:

Potential naval value: AP, ACV.
Remarks: Former Italian ship requisitioned by Japan.



DIVISION OF NAVAL INTELLIGENCE—IDENTIFICATION AND CHARACTERISTICS SECTION

HARADA MARU

Tonnages:
Gross: 4,109 D. W.: 4,200

Length:
W. L. (B. P.): 374' O. A.:

Beam: 45'

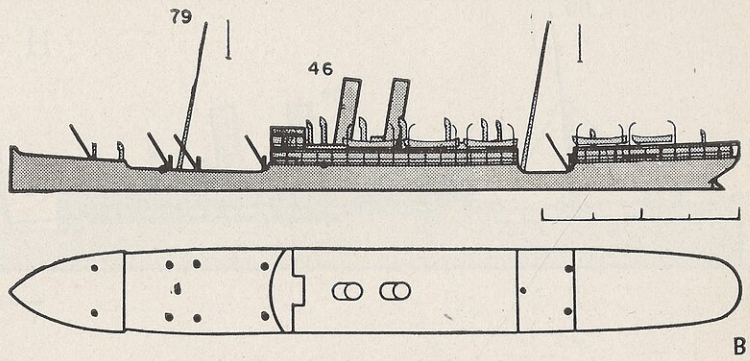
Drafts:
Loaded: 24'8" Light: 13'7"

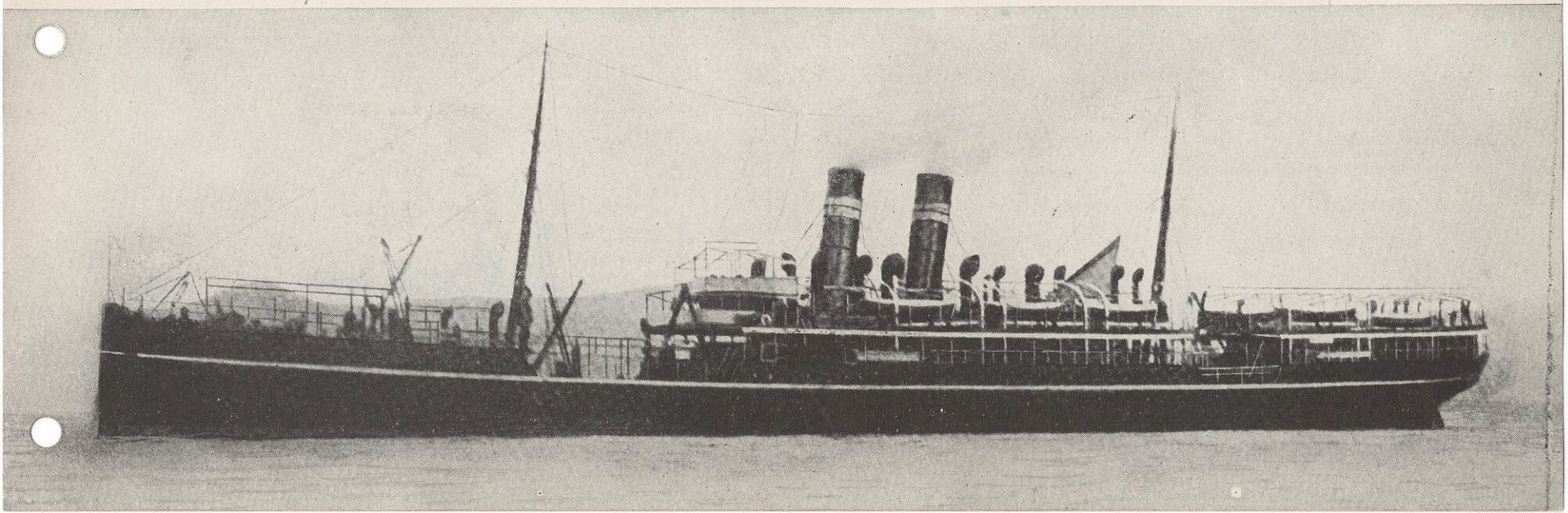
Speed:
Normal cruising: 13.5 Max: 16

Potential naval value: AP.
Remarks:

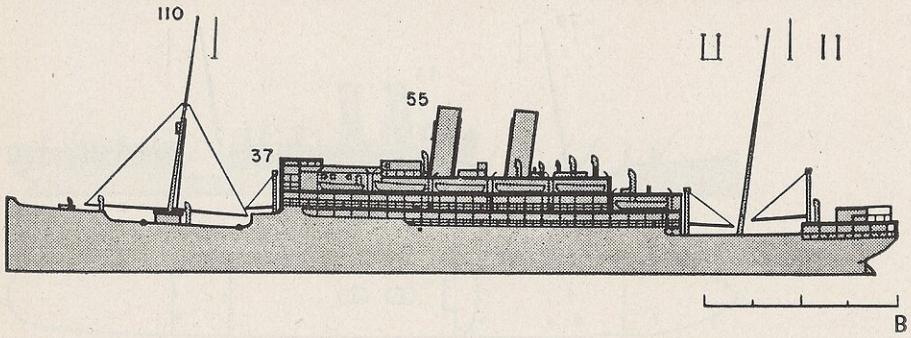
Constructed:
1903 Great Britain

Propulsion:
Machinery: Reciprocating
Screws: 1 N. H. P.: 870
R. P. M.: @ Knots:
Fuel: Coal Capacity:
Radius: 3,500





4 MFFKMK

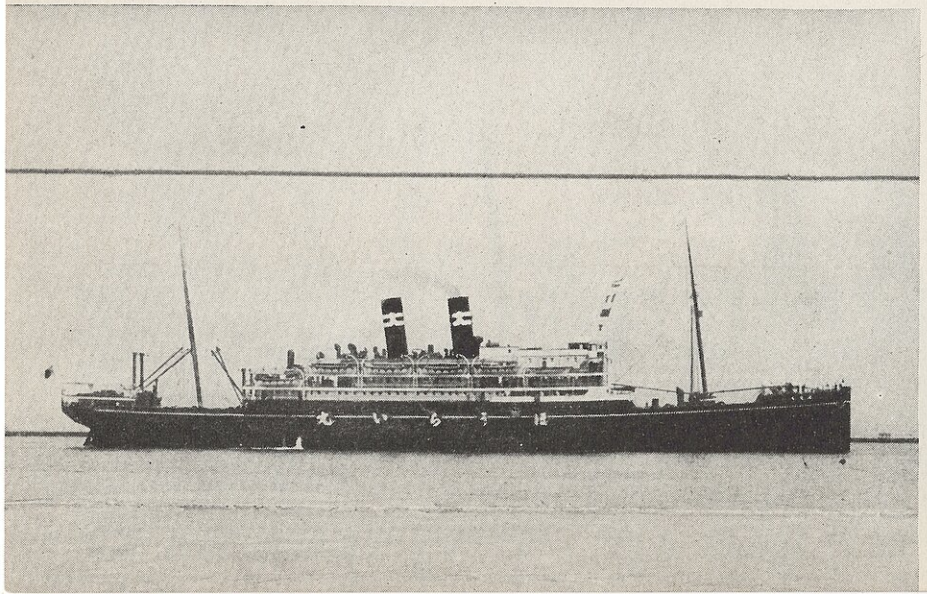


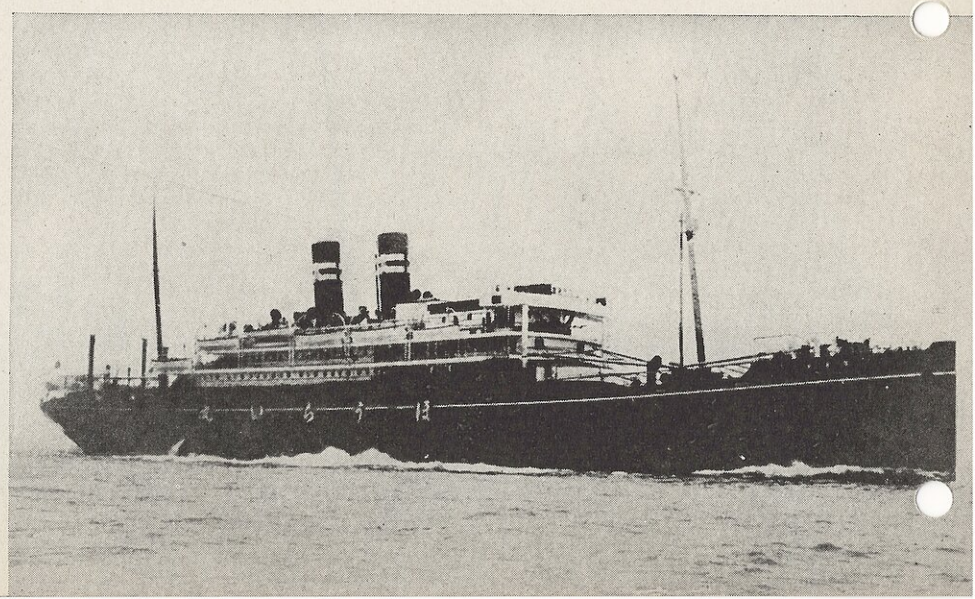
HORAI MARU

Tonnage:
Gross: 9,192 D. W.: 6,700
Length:
W. L. (B. P.): 451' O. A.:
Beam: 60'
Drafts:
Loaded: 28' Light:
Speed:
Normal cruising: 15 Max.: 17

Potential naval value: AP.
Remarks:

Constructed:
1912 Great Britain
Propulsion:
Machinery: Reciprocating
Screws: 2 N. H. P.: 1,378
R. P. M.: @ Knots:
Fuel: Coal Capacity: 2,400 tons
Radius:





TAIZAN MARU

Tonnages:
Gross: 3,935 D. W.: 3,200

Length:
W. L. (B. P.): 373′ O. A.:

Beam: 45′

Drafts:
Loaded: 25′ Light:

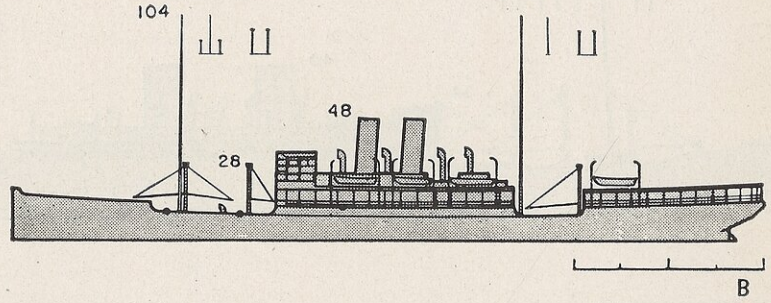
Speed:
Normal cruising: 14. Max: 16

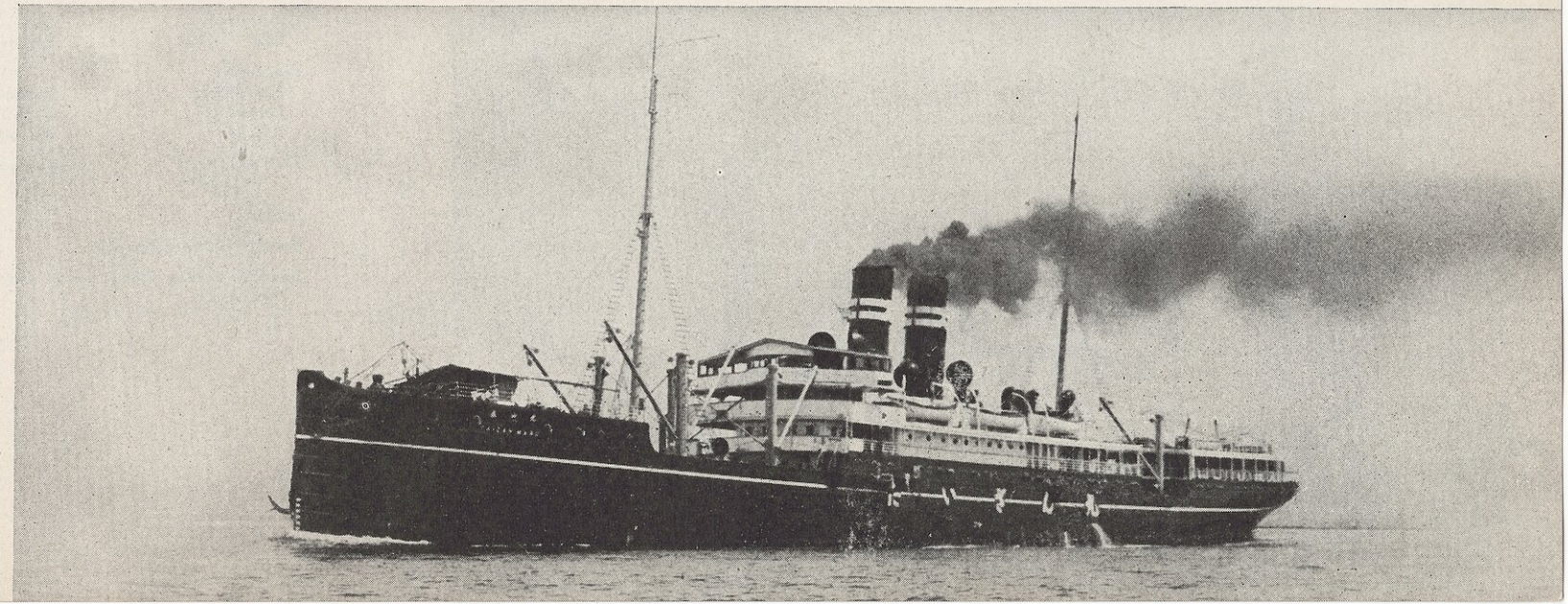
Potential naval value: AP.

Remarks:

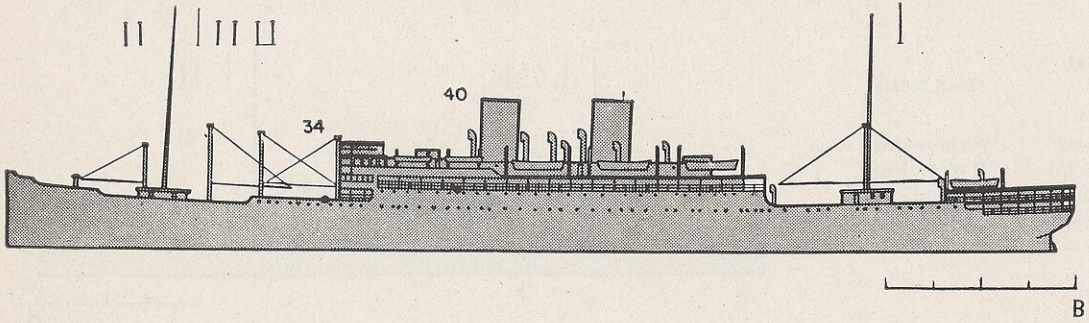
Constructed:
1902 Great Britain

Propulsion:
Machinery: Reciprocating
Screws: 1 N. H. P.: 899
R. P. M.: @ Knots:
Fuel: Coal Capacity:
Radius:

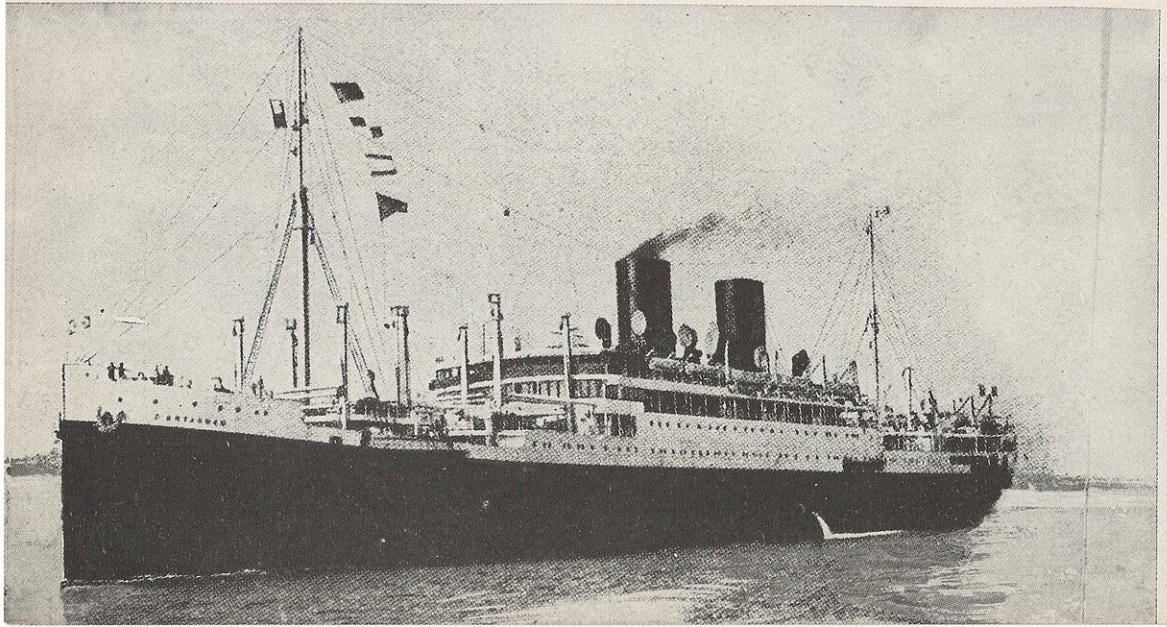




4 KMKKFFM



▼ **TEIKYO MARU**



TEIKYO MARU (ex D'ARTAGNAN)

Tonnages:
Gross: 15,105 — D. W.:

Length:
W. L. (B. P.): 544′ — O. A.:

Beam: 65′

Drafts:
Loaded: 27′ 8″ — Light:

Speed:
Normal cruising: 14 — Max.: 15

Constructed:
1924 — France

Propulsion:
Machinery: — Reciprocating
Screws: 2 — N. H. P.: 1,244
R. P. M.: — @Knots:

Fuel: Oil — Capacity: 1,437 tons

Radius:

Potential naval value: A?

Remarks: Former French vessel requisitioned by Japanese.

TEIA MARU (ex ARAMIS)

Tonnages:
Gross: 17,537 D. W.: 10,200

Length:
W. L. (B. P.): 544' O. A. 574'

Beam: 70'

Drafts:
Loaded: 28 Light:

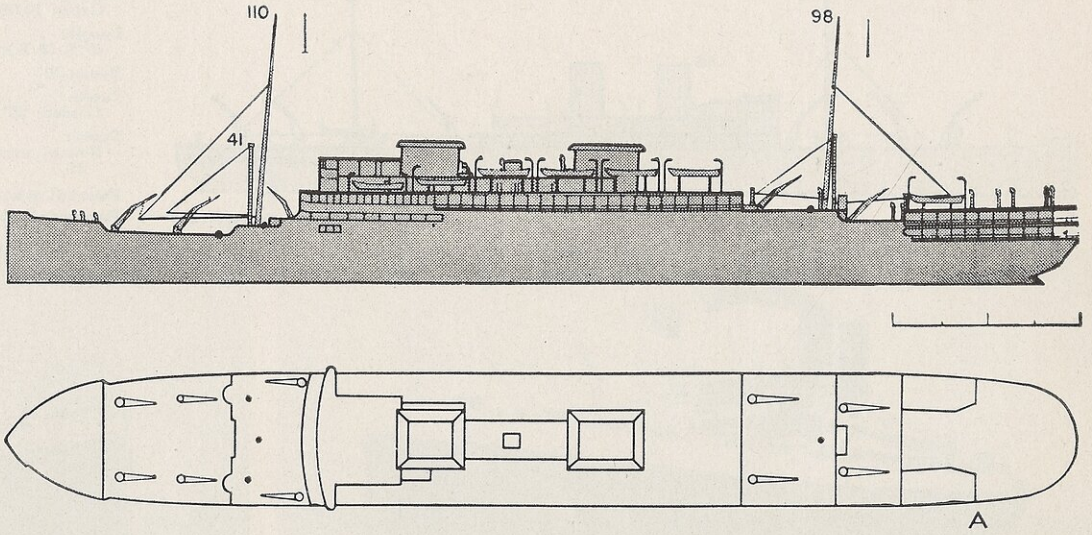
Speed:
Normal cruising: 17 Max: 19

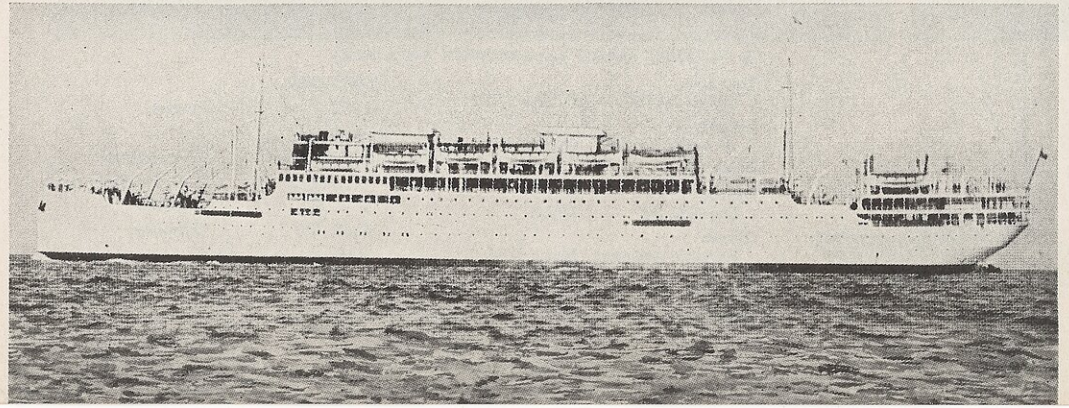
Constructed:
1932 France

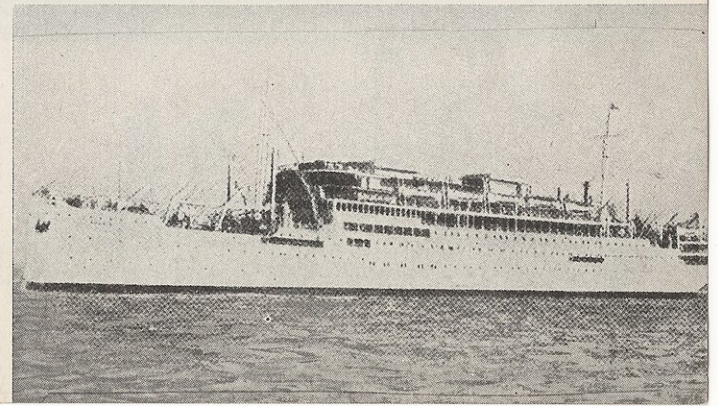
Propulsion:
Machinery: Diesel
Screws: 2 I. H. P.: 11,600
N. H. P.: 2,490
R. P. M.: @Knots:
Fuel: Oil Capacity:
Radius:

Potential naval value: AP, CV.

Remarks: Former French vessel requisitioned by Japanese.







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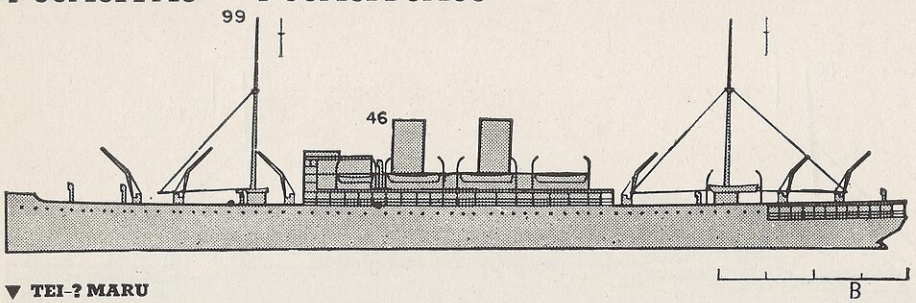
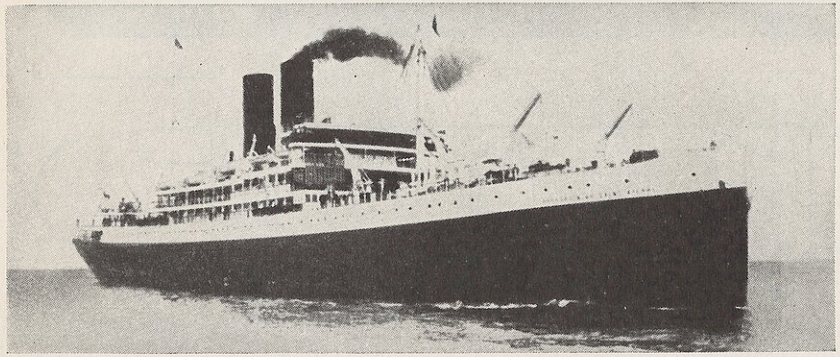


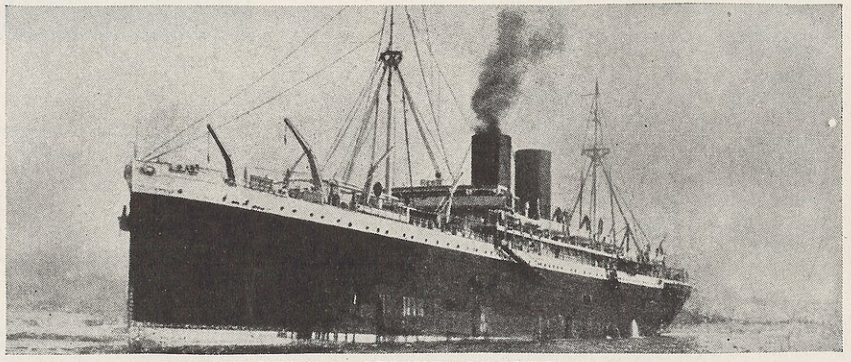
TEI–? MARU (ex BERNARDIN DE ST. PIERRE)

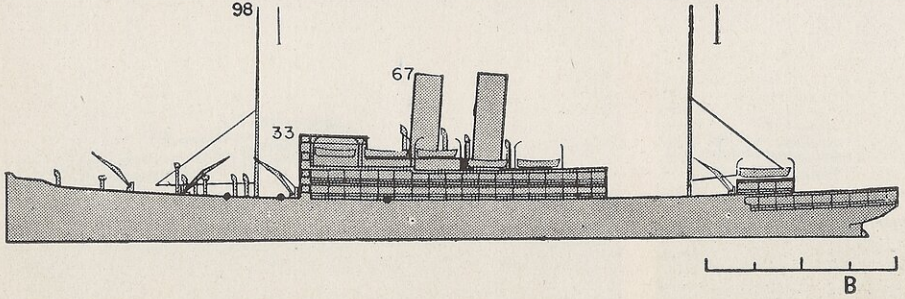
Tonnages: Gross: 10,086 D. W.: 7,200
Length: W. L. (B. P.): 456′ O. A.:
Beam: 61′
Drafts: Loaded: 27′ Light:
Speed: Normal cruising: 13 Max.: 15
Potential naval value: AP, ACVE.
Remarks: Former French vessel requisitioned by Japanese.

Constructed: 1926 Germany
Propulsion: Machinery: Geared steam turbine
Screws: 2 I. H. P.: 6,000
R. P. M.: @ Knots:
Fuel: Oil Capacity: 730 tons
Radius:

▼ **TEI–? MARU**



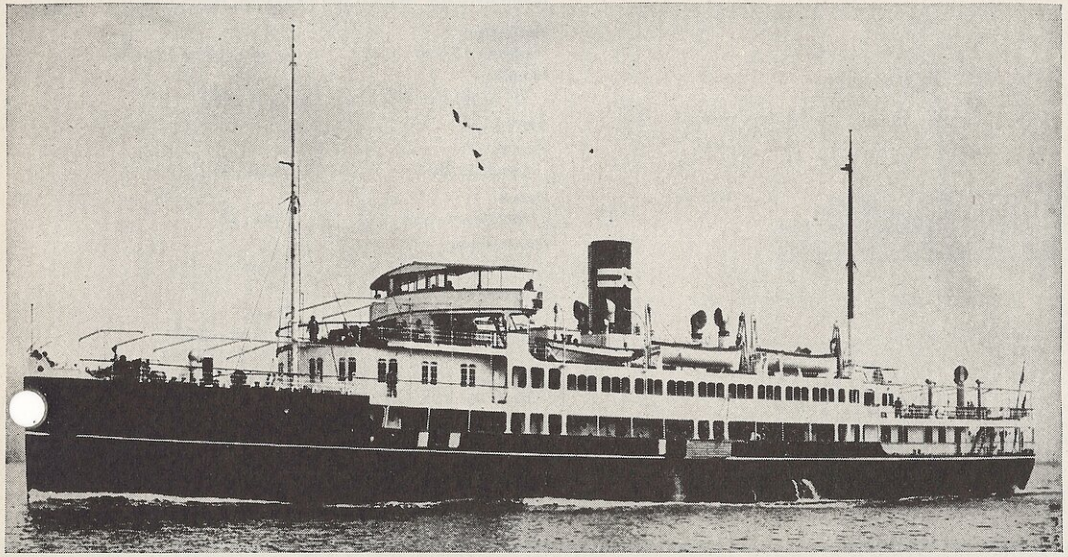


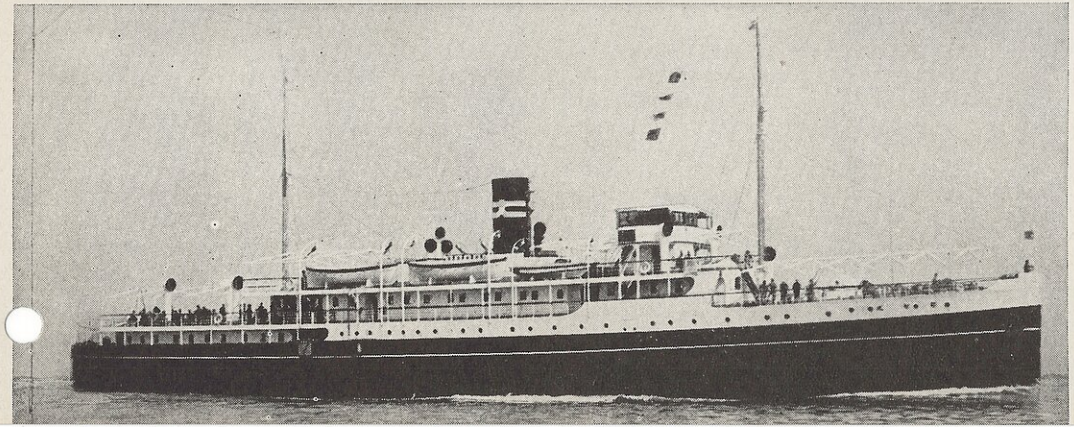


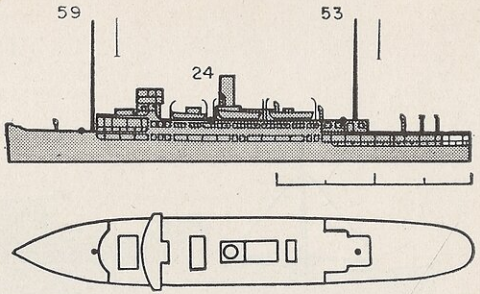
▲ **TEIRITU MARU (ex LECONTE DE LISLE)**

Tonnages: Gross: 9,877 D. W.: 7,700
Length: W. L. (B. P.): 450′ O. A.:
Beam: 61′
Drafts: Loaded: 26′ Light:
Speed: Normal cruising: 13. Max.: 14½
Potential naval value: AP.
Remarks: Former French vessel requisitioned by Japanese.

Constructed: 1922 France
Propulsion: Machinery: Reciprocating
Screws: 2 N. H. P.: 596
R. P. M.: @ Knots:
Fuel: Oil Capacity:
Radius:







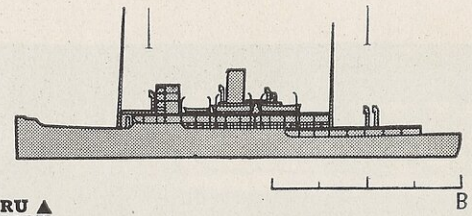
A

◀ KURENAI MARU ▲

Similar: MURASAKI MARU and MIDORI MARU (Auxiliary)

Tonnages:
Gross: 1,547–1,597 D. W.: 400–500
Length:
W. L. (B. P.): 230′–238′ O. A.:
Beam: 38′
Drafts:
Loaded: 12–13 Light:
Speed:
Normal cruising: 14 Max.: 16
Potential naval value: APc, APC.
Remarks: Built for inland sea traffic. Many ships similar operating in inland seas.

Constructed: 1924–21 Japan
Propulsion:
Machinery: Diesel—MURASAKI (reciprocating)
Screws: 2 N. H. P.: 450
R. P. M.: @ Knots:
Fuel: Oil—coal Capacity:
Radius:



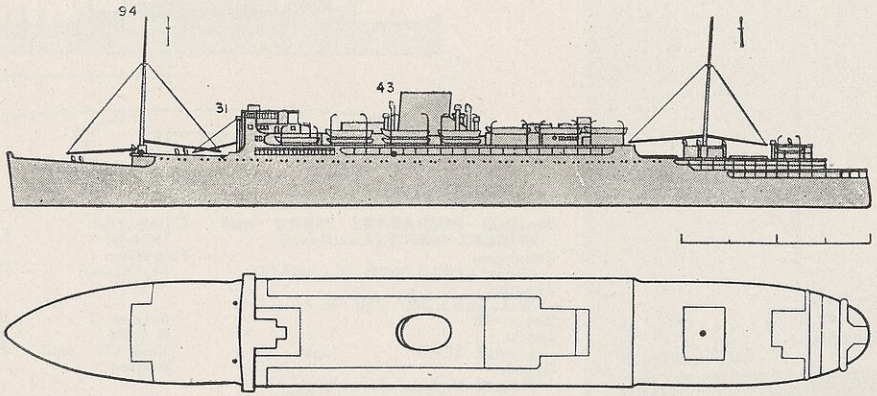
B

◀ NATI MARU ▲
MURO MARU

Similar: SUMIRE MARU

Tonnages:
Gross: 1,607–1,730 D. W.: 400–600
Length:
W. L. (B. P.): 230′ O. A.:
Beam: 37′
Drafts:
Loaded: 12′ Light:
Speed:
Normal cruising: 13 Max.: 15
Potential naval value: APc.
Remarks:

Constructed: 1926–28 Japan
Propulsion:
Machinery: Diesel
Screws: 2 N. H. P.: 386
R. P. M.: @ Knots:
Fuel: Oil Capacity:
Radius:



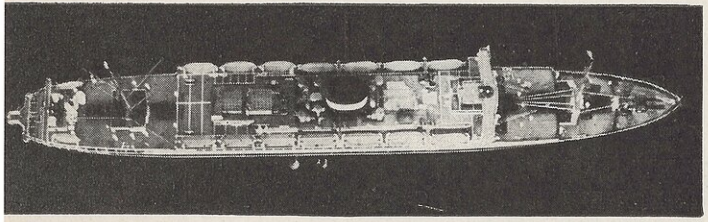
A

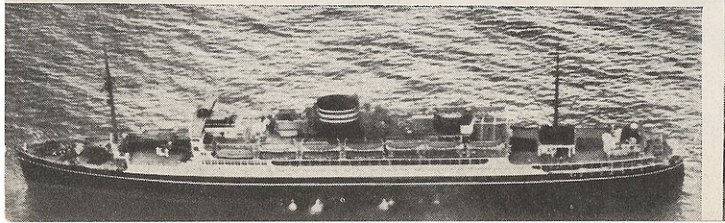
KAMAKURA MARU (ex Chichibu Maru)

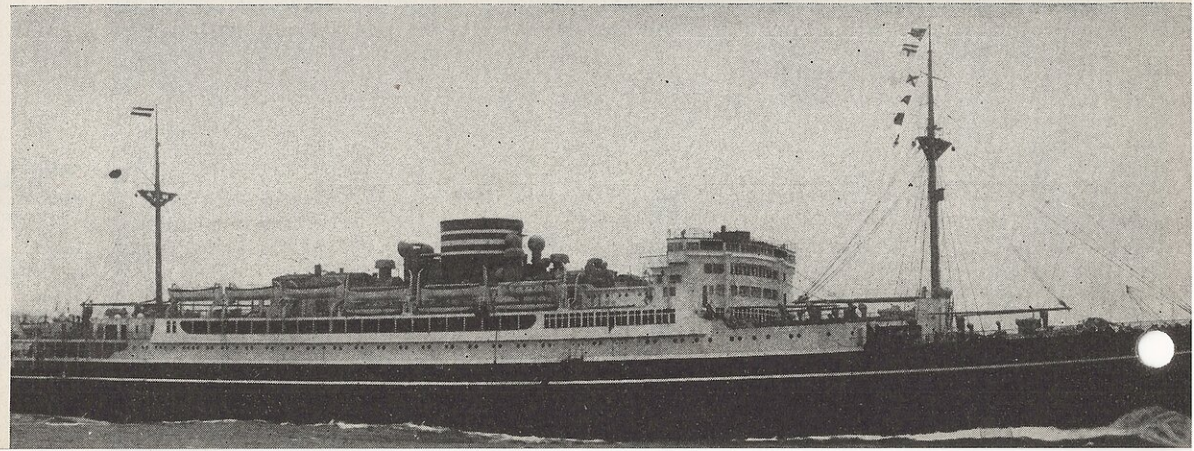
Tonnages:
Gross: 17,526 D. W.: 7,700
Length:
W. L. (B. P.): 560' O. A.: 583'
Beam: 74'
Drafts:
Loaded: 29' Light: 20½'
Speed:
Normal cruising: 17 Max: 21
Constructed:
1930 Japan
Propulsion:
Machinery: Diesel
Screws: 2 N. H. P.: 3,380
I. H. P.: 25,587
R. P. M.: 105 @ Knots: 17
R. P. M.: 123 @ Knots: 20.65
Fuel: Oil Capacity: 3,400 tons
Radius: 22,000 miles at 17 knots.

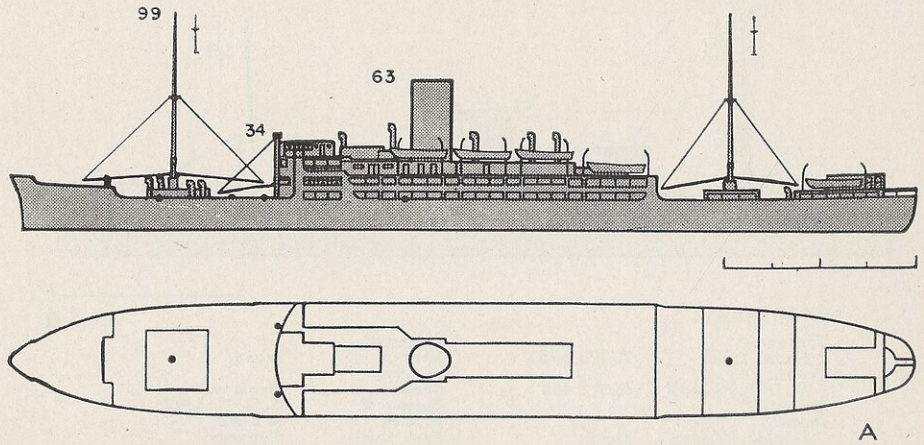
Potential naval value: AP, ACV, ACL.

Remarks: Probably mounts 6" guns. A single stack version of ASAMA MARU, TATUTA MARU.







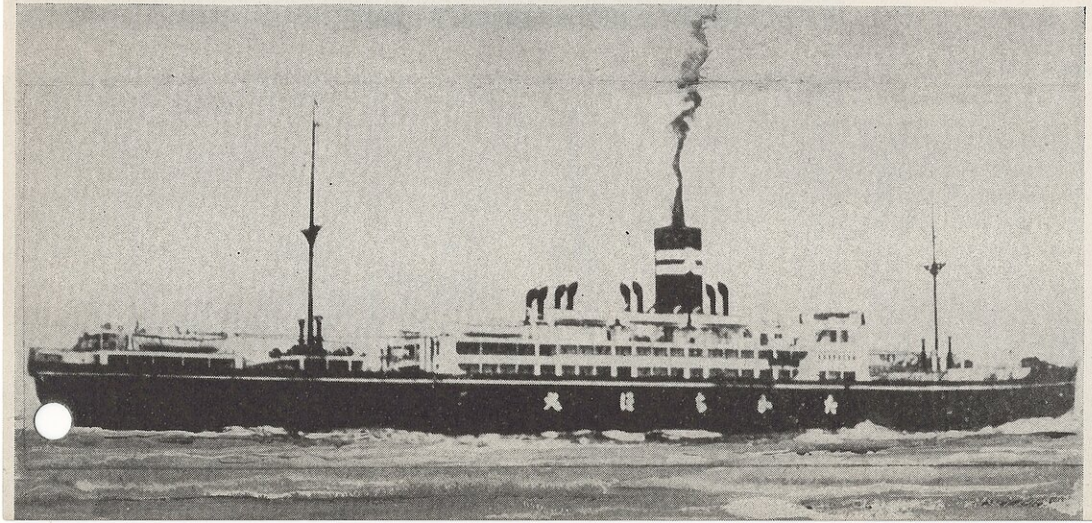


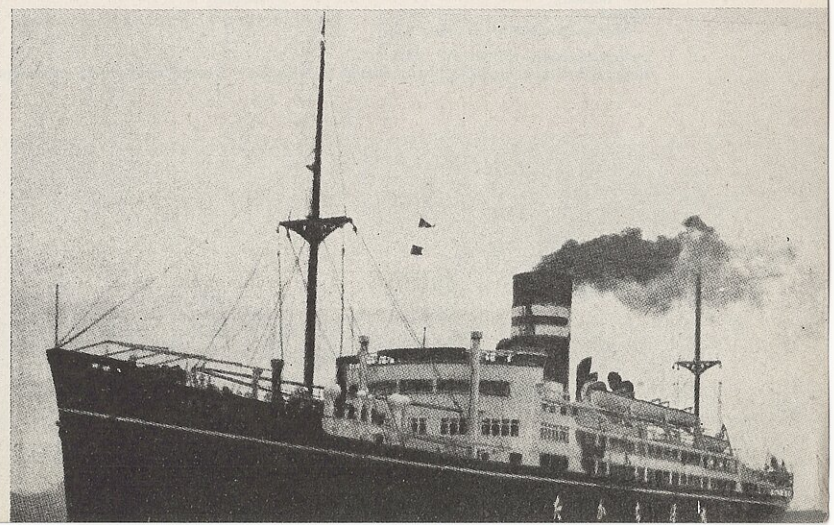
TAKATIHO MARU

Tonnages:
Gross: 8,154 D. W.: 6,200
Length:
W. L. (B. P.): 453′ O. A.: 473′
Beam: 59′
Drafts:
Loaded: 24′ Light
Speed:
Normal cruising: 16 Max: 19

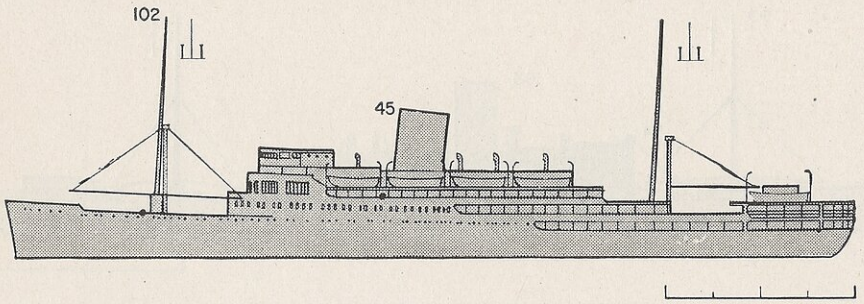
Constructed:
1934 Japan
Propulsion:
Machinery: Steam turbines
Screws: 2 N. H. P.: 1,430
S. H. P.: 7,000
R. P. M.: @ Knots:
Fuel: Coal Capacity: 1,150 tons
Radius:

Potential naval value: AP, ACL
Remarks: Built for near seas service. Seven transverse watertight bulkheads.





6 MFM

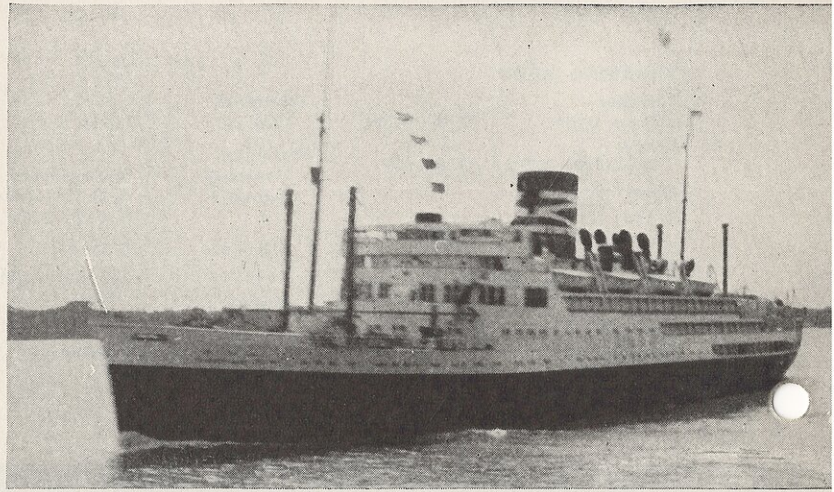


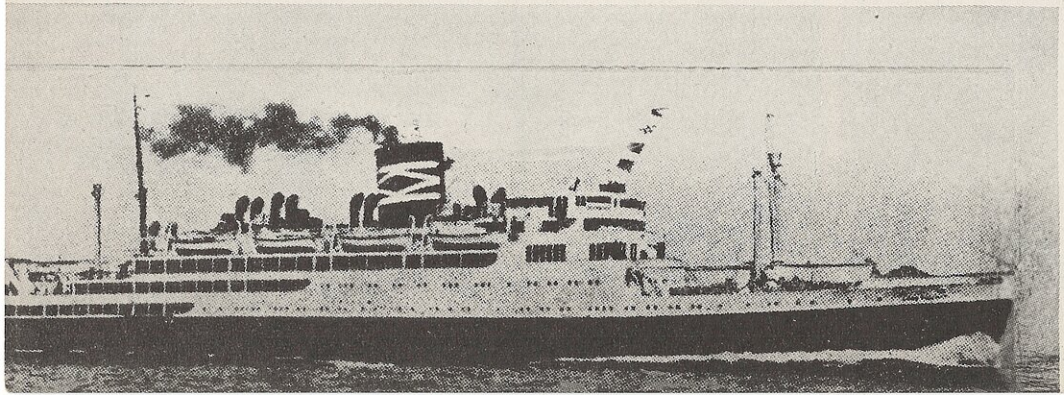
B

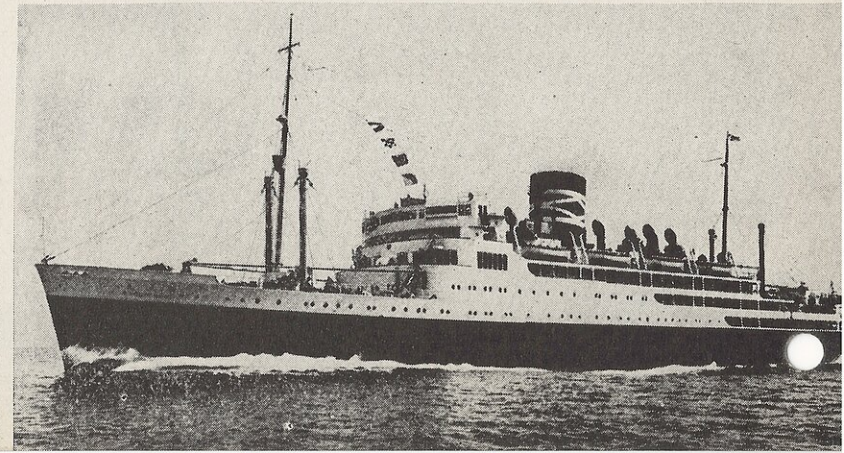
KOBE MARU

Tonnages:		Constructed:	
Gross: 7,930	D. W.: 5850	1940	Japan
Length:		Propulsion:	
W. L. (B. P.): 430'	O. A.: 454'	Machinery:	Steam turbine
Beam: 59'		Screws: 2	N. H. P.: 1,917
Drafts:		R. P. M.:	@ Knots:
Loaded: 27' (estimated)	Light:	Fuel: Coal	Capacity:
		Radius:	
Speed:			
Normal cruising: 17	Max.: 21		

Potential naval value: AP, ACL.
Remarks: Seven watertight transverse bulkheads. Designed for near seas service.







ONI 208-J RESTRICTED

DIVISION OF NAVAL INTELLIGENCE—IDENTIFICATION AND CHARACTERISTICS SECTION

KITURIN MARU

NEKKA MARU

Tonnages:
Gross: 6,783 D. W.: 3,900

Length:
W. L. (B. P.): 427′ O. A.: 446′

Beam: 56′

Drafts:
Loaded: 20′ Light:

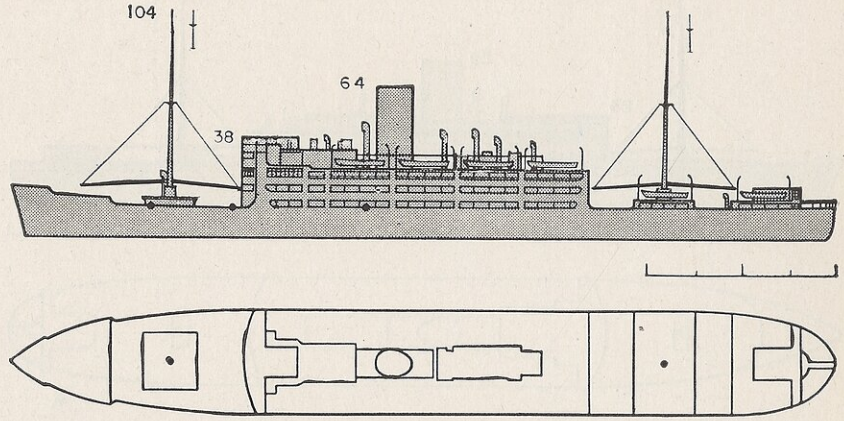
Speed:
Normal cruising: 16 Max.: 18½

Constructed:
1935 Japan

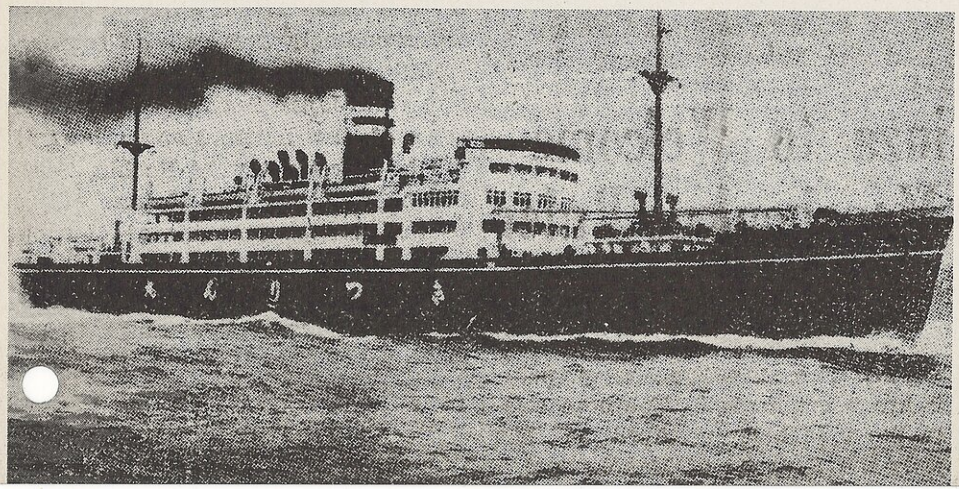
Propulsion:
Machinery: Steam turbines
Screws: 2 N. H. P.: 1,225
I. H. P.: 6,000
R. P. M.: @ Knots:
Fuel: Coal Capacity: 847 tons
Radius:

Potential naval value: AP, ACL.

Remarks: Designed for near seas service. Almost identical in appearance with USSURI MARU which has kingposts forward of bridge.

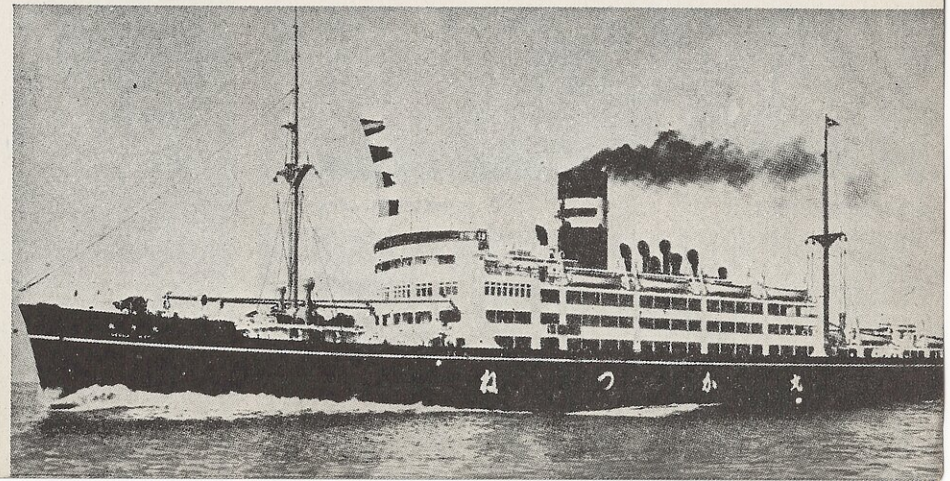


KITURIN MARU ▼

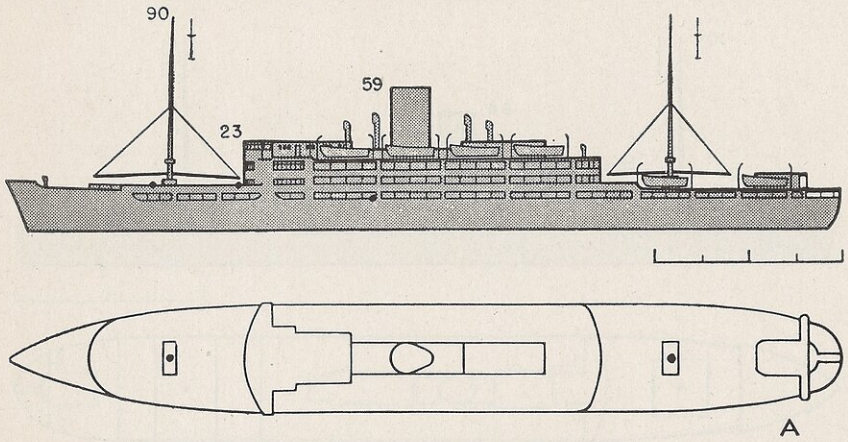


NEKKA MARU ▼

A



6 MFM



KOKURYU MARU
ORYOKU MARU

Tonnages:
Gross: 7,365 D. W.: 4,200

Length:
W. L. (B. P.): 426′ O. A.: 453′

Beam: 57′

Drafts:
Loaded: 21′ Light:

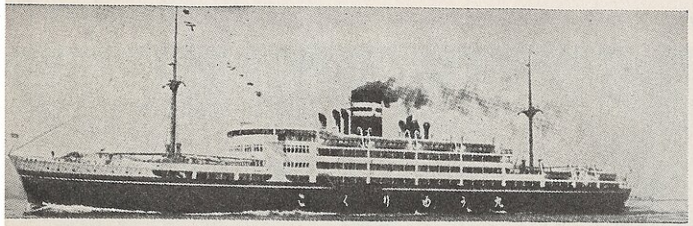
Speed:
Normal cruising: 16 Max.: 18½

Constructed:
1937 Japan

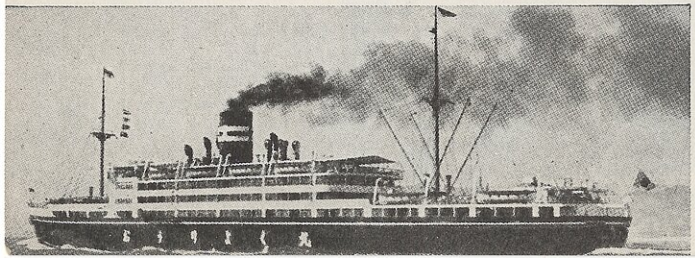
Propulsion:
Machinery: Steam turbines
Screws: 2 N. H. P.: 1,083
S. H. P.: 6,500
R. P. M.: @ Knots:
Fuel: Coal Capacity: 750 tons
Radius:

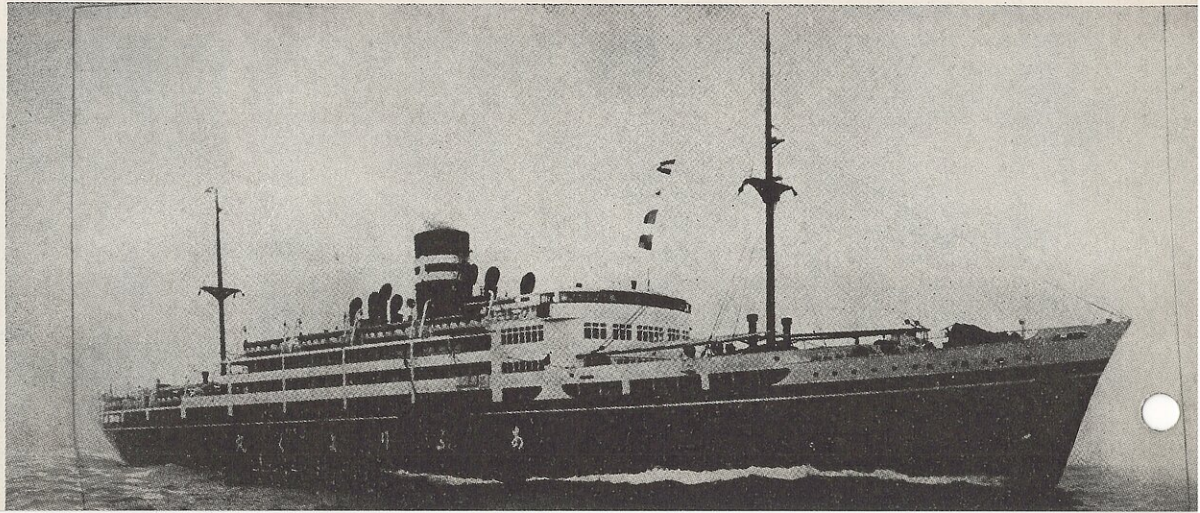
Potential naval value: AP, ACL. ORYOKU MARU reported to be armed boarding vessel.

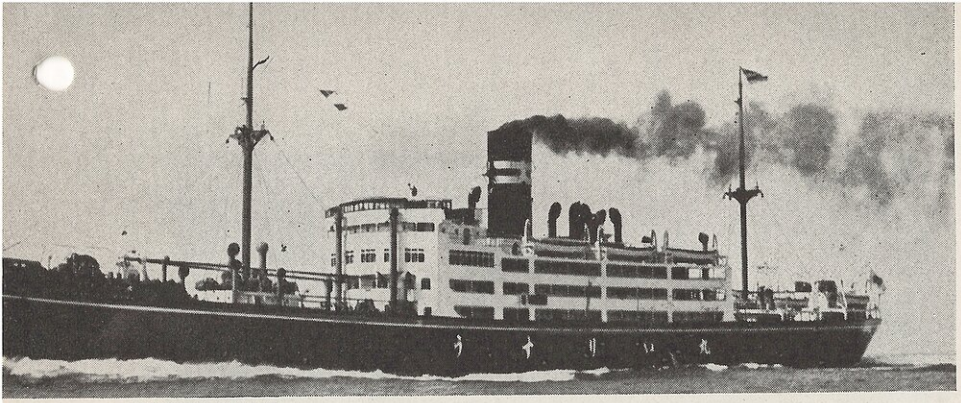
Remarks: Designed for near seas service.



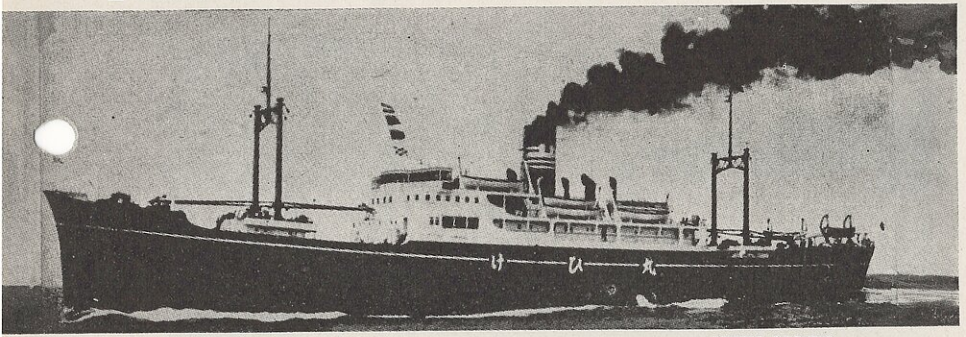
▲ KOKURYU MARU ▼ ORYOKU MARU ▶





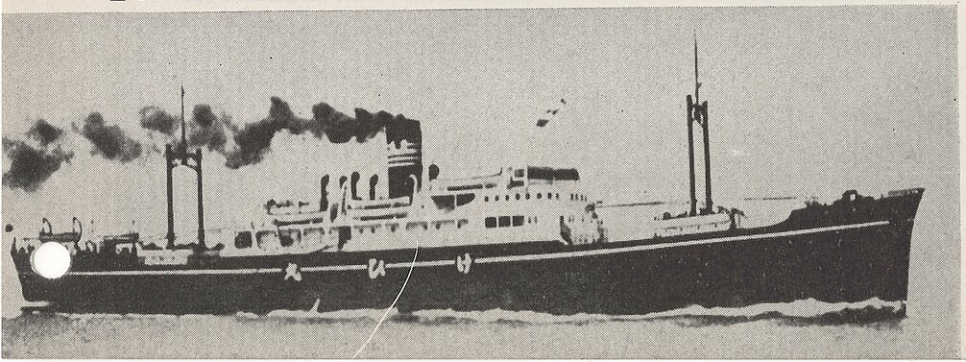


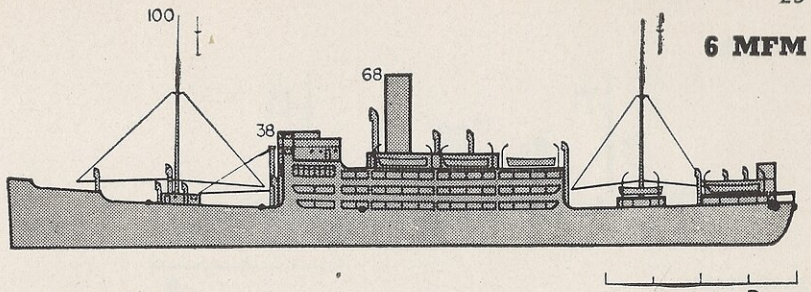
▲ USSURI MARU



▲ GASSAN MARU

▼ KEHI MARU



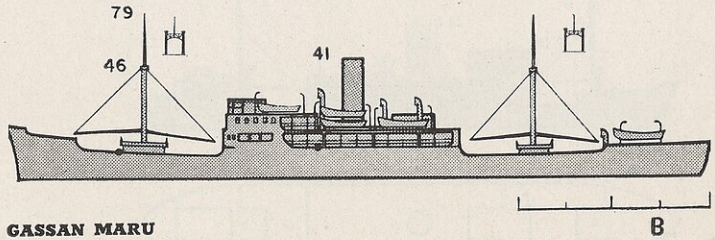


6 MFM

USSURI MARU

Tonnages:
Gross: 6,386 D. W.: 5,300
Length:
W. L. (B. P.): 407′ O. A.:
Beam: 55′
Drafts:
Loaded: 23′ Light:
Speed:
Normal cruising: 15½ Max.: 18½
Potential naval value: AP, ACL, AH.
Remarks: Designed for near seas service.

Constructed:
1932 Japan
Propulsion:
Machinery: Steam turbines
Screws: 2 N. H. P.: 1,157
R. P. M.: @ Knots:
Fuel: Coal Capacity:
Radius:

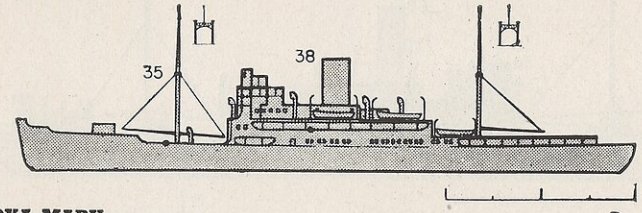


GASSAN MARU
KEHI MARU

Tonnages:
Gross: ,4,515 D. W.: 4,429
Length:
W. L. (B. P.): 357′ O. A.:
Beam: 49′
Drafts:
Loaded: 20′ 8″ Light: 13′ 10″
Speed:
Normal cruising: 14 Max.: 16
Potential naval value: AP.
Remarks: Designed for near seas service.

Constructed:
1938–9 Japan
Propulsion:
Machinery: Reciprocating Turbo engine
Screws: 1 N. H. P.: 350
R. P. M.: @ Knots:
Fuel: Coal
Radius: 8,000 miles Capacity: 591 tons

6 MFM



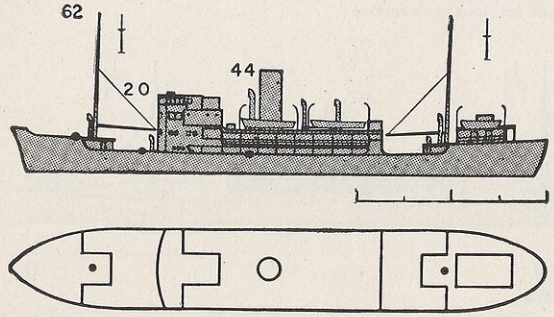
B

SOYA MARU

Tonnages:
Gross: 3,593 D. W.: 2,454
Length:
W. L. (B. P.): 310′ O. A.:
Beam: 46′
Drafts:
Loaded: 21′ Light:
Speed:
Normal cruising: 15 Max.: 16

Constructed:
1932 Japan
Propulsion:
Machinery: Reciprocating
Screws: 2 N. H. P.: 153
R. P. M.: @ Knots:
Fuel: Coal Capacity:
Radius:

Potential naval value: APc or patrol vessel.
Remarks: Formerly operated by Japanese government in ferry service. Vessel is an ice-breaker.



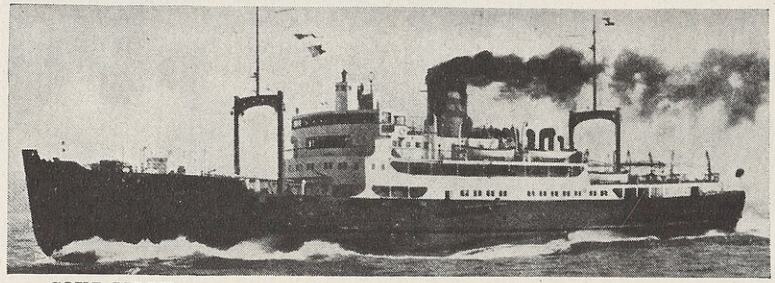
A

PEKING MARU — MANZYU MARU

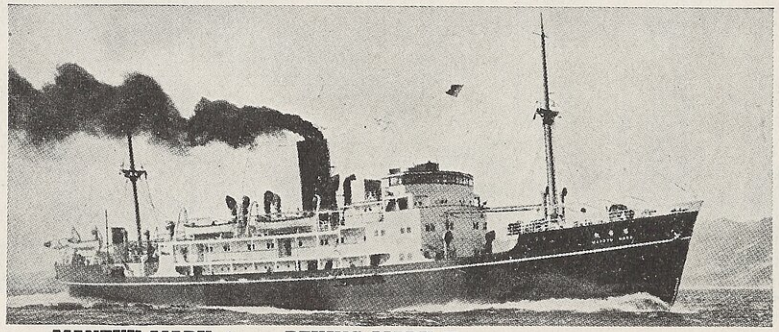
Tonnages:
Gross: 2,289–2,298 D.W.: 2,200–2,600
Length:
W. L. (B. P): 262–265 O. A.:
Beam: 42′
Drafts:
Loaded: 16′ Light: 9′
Speed:
Normal cruising: 12½ Max: 15

Constructed:
1937 Japan
Propulsion:
Machinery: Reciprocating
Screws: 1 N. H. P.: 206
R. P. M.: @ Knots:
Fuel: Coal Capacity: 225 tons
Radius: 5,000 miles

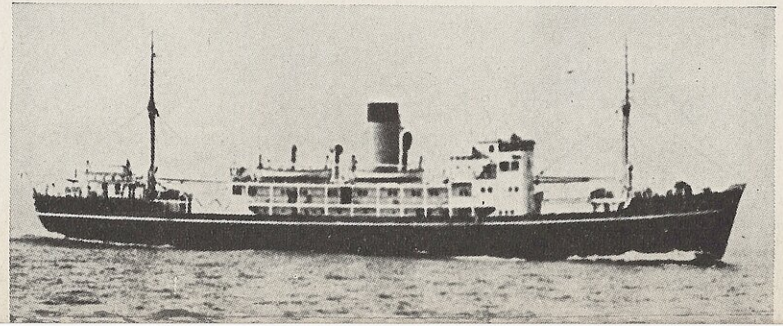
Potential naval value: APc or armed boarding vessel
Remarks: Designed for near seas service

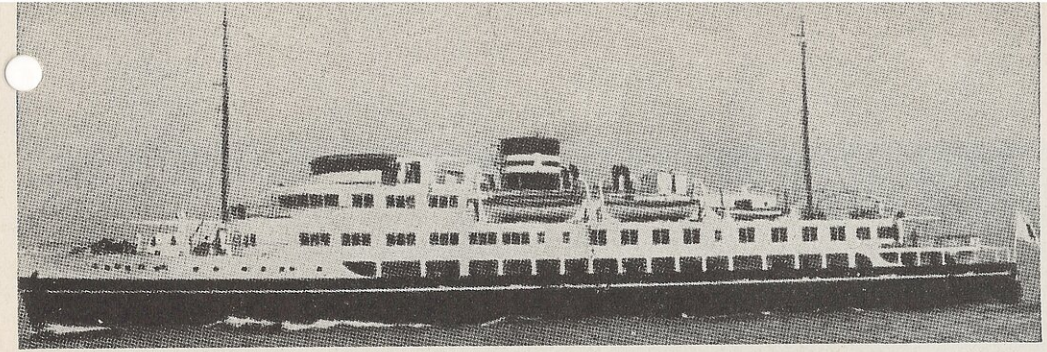


SOYA MARU ▲

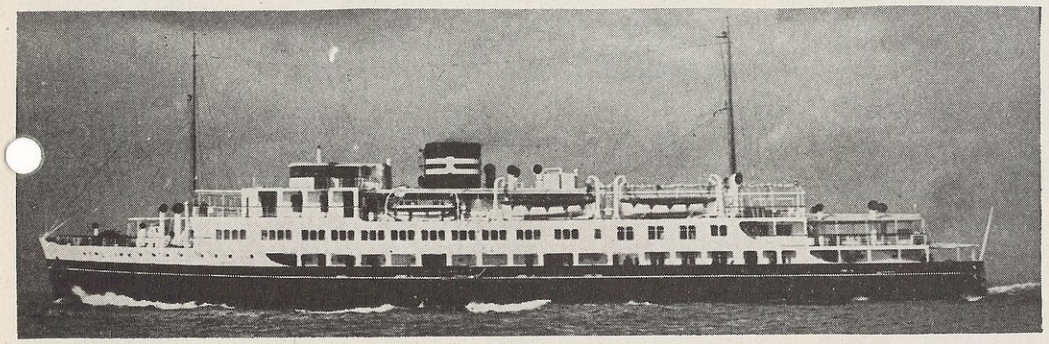


MANZYU MARU ▲ **PEKING MARU ▼**

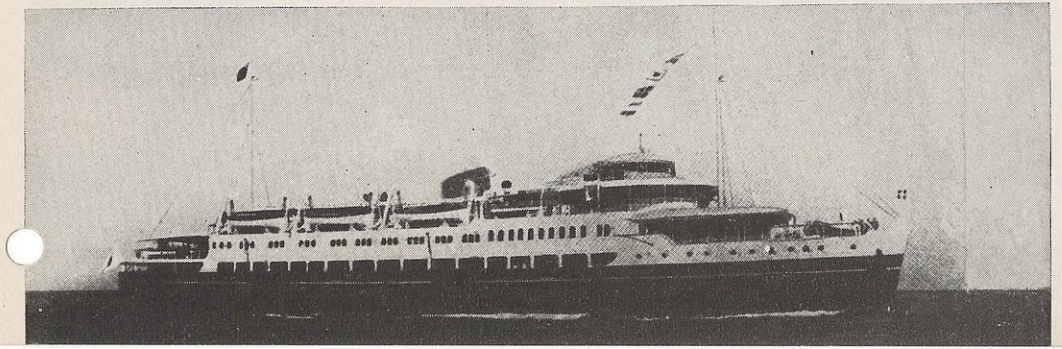


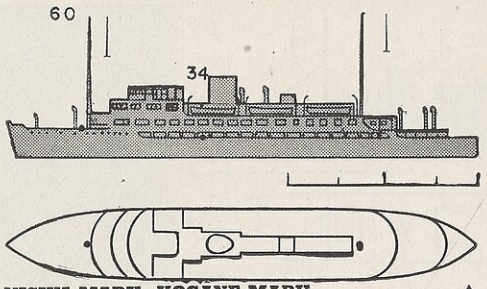


▲ KOGANE MARU NISIKI MARU ▼



▼ TATIBANA MARU



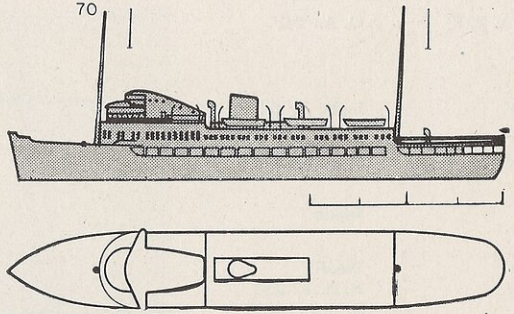


NISIKI MARU—KOGANE MARU A

Tonnages:
Gross: 1,848–1,906 D. W.: 243
Length:
W. L. (B. P.): 243′ O. A.:
Beam: 39′
Drafts:
Loaded: 12′ Light:
Speed:
Normal cruising: 15 Max.: 17

Constructed:
1934–36 Japan
Propulsion:
Machinery: Diesel
Screws: NISIKI MARU—1
KOGANE MARU—2
N. H. P.: 218
R. P. M.: @ Knots:
Fuel: Oil Capacity:
Radius:

Potential naval value: APc. Remarks: Built for near seas service.



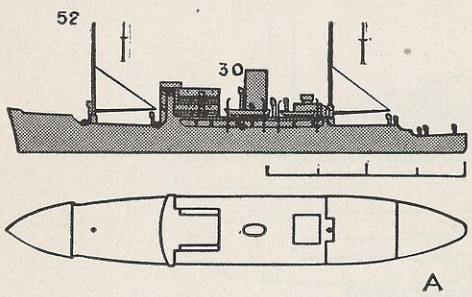
TATIBANA MARU A

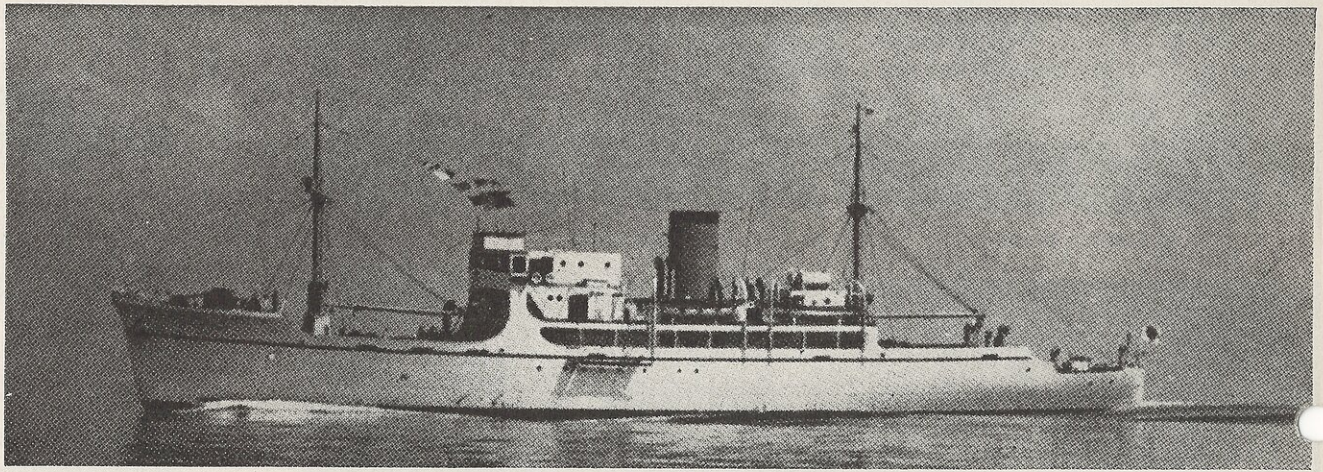
Tonnages:
Gross: 1,772 D. W.: 500
Length:
W. L. (B. P.): 249 O. A.:
Beam: 40′
Drafts:
Loaded: 12′ Light:
Speed:
Normal cruising: 14 Max.: 16

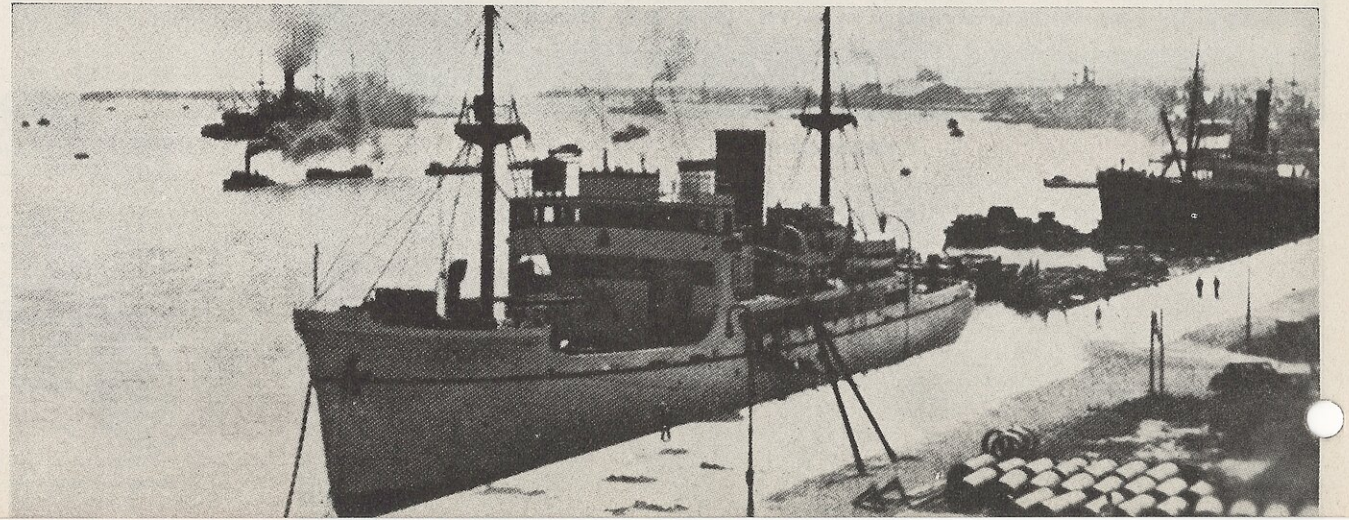
Constructed:
1935 Japan
Propulsion:
Machinery: Diesel
Screws: 2 N. H. P.: 435
B. H. P.: 3,016
R. P. M.: @ Knots:
Fuel: Oil Capacity:
Radius:

Potential naval value: APc. Remarks: Built for inland sea service. Now an AH.

6 MFM







RYOHU MARU

Tonnages:
Gross: 1,180 D. W.: 760

Length:
W. L. (B. P.): 227′ O. A.: 241′

Beam: 35′

Drafts:
Loaded: 15′ Light: 13′ 6″

Speed:
Normal cruising: 13½ Max.: 14½

Constructed:
1937 Japan

Propulsion:
Machinery: Diesel
Screws: 2 N. H. P.: 233
B. H. P. 1,200
R. P. M.: @ Knots:
Fuel: Oil Capacity:
Radius:

Potential naval value: Ocean meteorological research vessel.

Remarks:

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DIVISION OF NAVAL INTELLIGENCE—IDENTIFICATION AND CHARACTERISTICS SECTION

KASIMA MARU

KATORI MARU

Tonnages: Gross: 9,908–9,849 D. W.: 11,400–11,500

Length: W. L. (B. P.): 490′ O. A.:

Beam: 61′

Drafts: Loaded: 28½′ Light: 12′

Speed: Normal cruising: 14 Max.: 16½

Potential naval value: AP.

Constructed: 1913 Japan

Propulsion: Machinery: Reciprocating

Screws: 2 (KASIMA) I. H. P.: 9,879 N. H. P.: 1,152

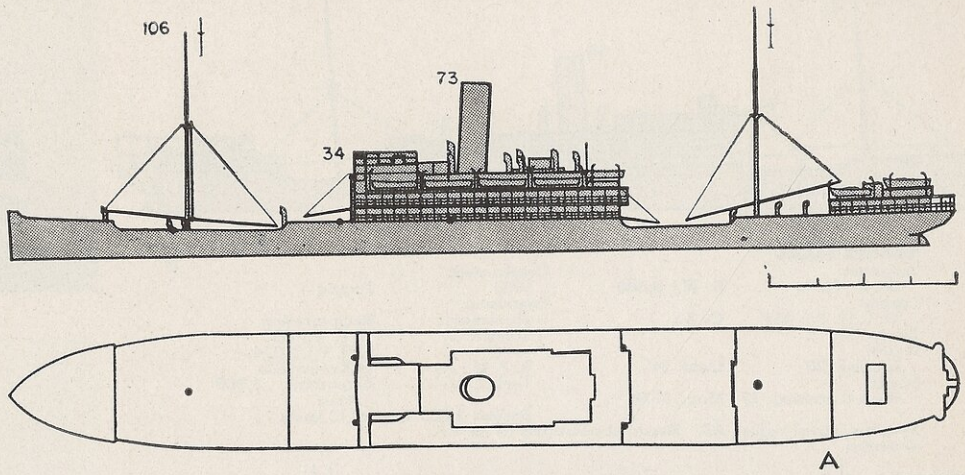
Screws: 3 (KATORI) I. H. P.: 11,499

R. P. M.: @ Knots:

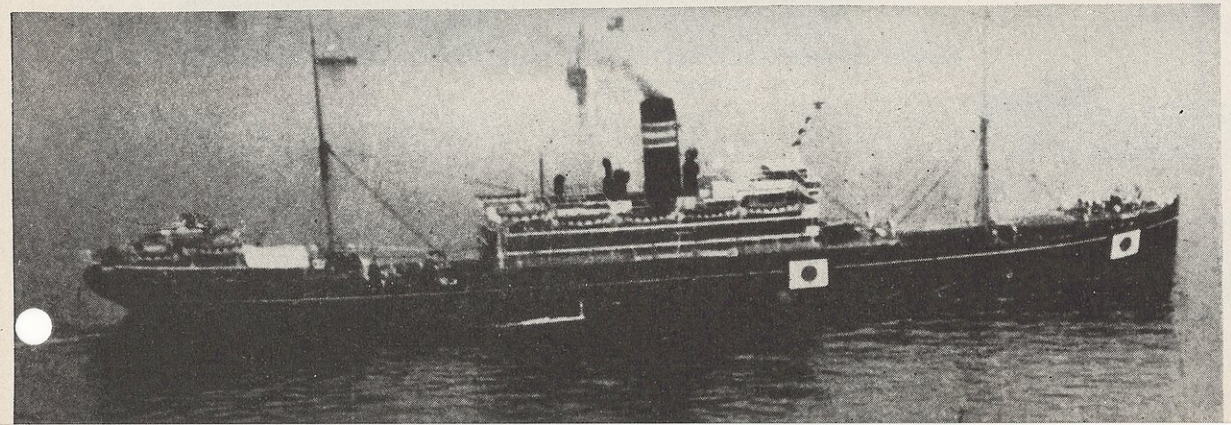
Fuel: Coal Capacity: 3,500 tons.

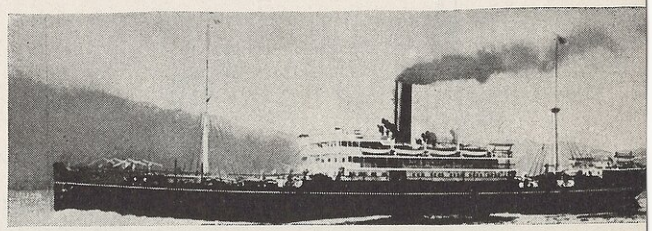
Radius: 10,000 miles at 14 knots

Remarks: Eight watertight bulkheads. Similar to HUSIMI MARU and SUWA MARU which have kingposts forward of bridge.

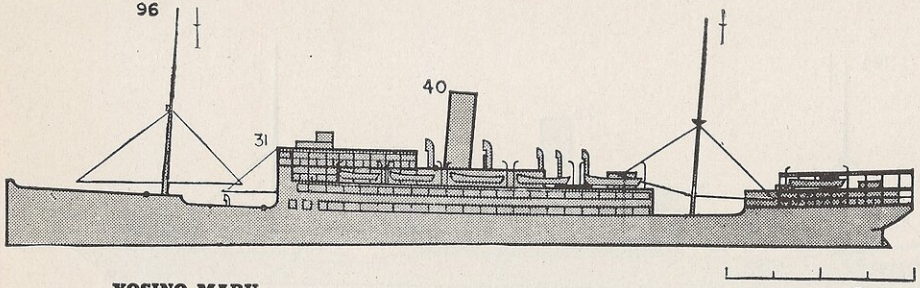


ALL PHOTOS KASIMA MARU





7 MFM

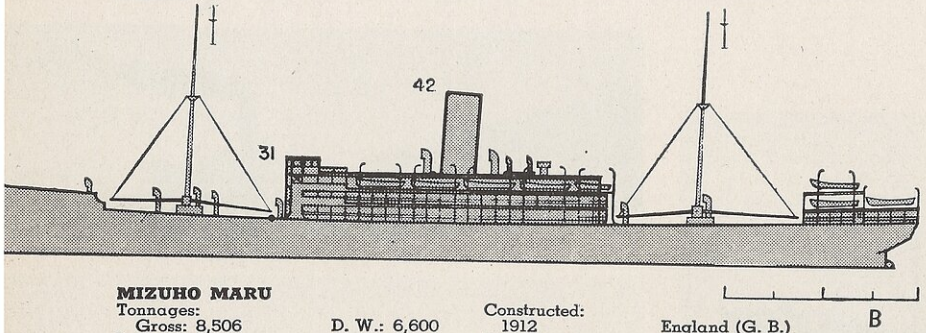


YOSINO MARU

Tonnages:
Gross: 8,990 D. W.: 8,680
Length:
W. L. (B. P.): 464′ O. A.:
Beam: 58′
Drafts:
Loaded: 28′ Light: 14′
Speed:
Normal cruising: 13 Max.: 15.9

Constructed:
1906 Danzig
Propulsion:
Machinery: Reciprocating
Screws: 2 N. H. P.: 820
I. H. P.: 7,074
R. P. M.: 84 @ Knots: 15.9
Fuel: Coal Capacity: 1,365 tons.
Radius: 3,800 miles at 13 knots

Potential naval value: AP. Reported operating as an AP.
Remarks:

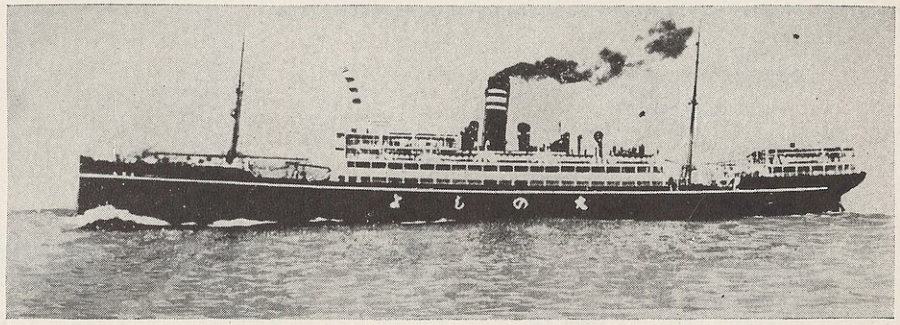


MIZUHO MARU

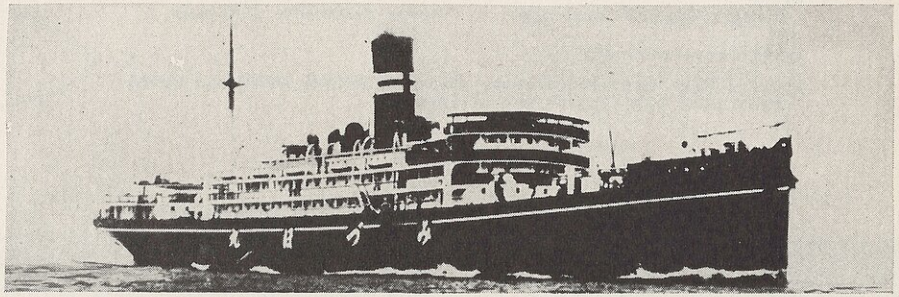
Tonnages:
Gross: 8,506 D. W.: 6,600
Length:
W. L. (B. P.): 460′ O. A.:
Beam: 58′
Drafts:
Loaded: 26′ Light:
Speed:
Normal cruising: 14½ Max.: 17

Constructed:
1912 England (G. B.)
Propulsion:
Machinery: Reciprocating:
Screws: 2 N. H. P.: 1,134
R. P. M.: @ Knots:
Fuel: Coal Capacity: 1,561 tons
Radius:

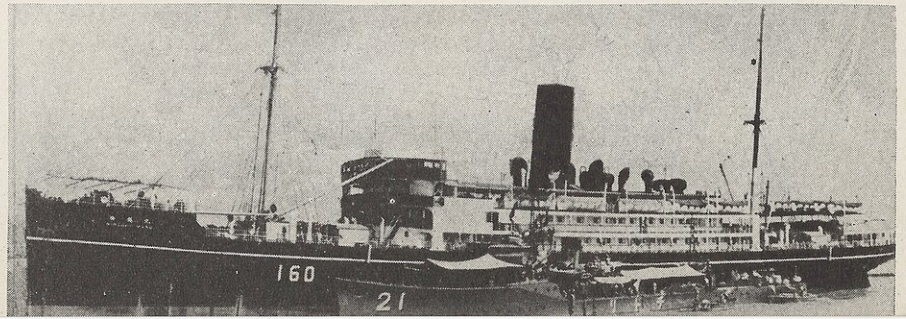
Potential naval value: AP. Operated as an AP during the war in China.
Remarks:

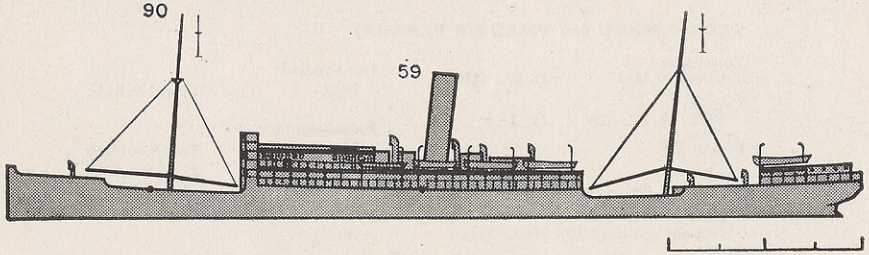


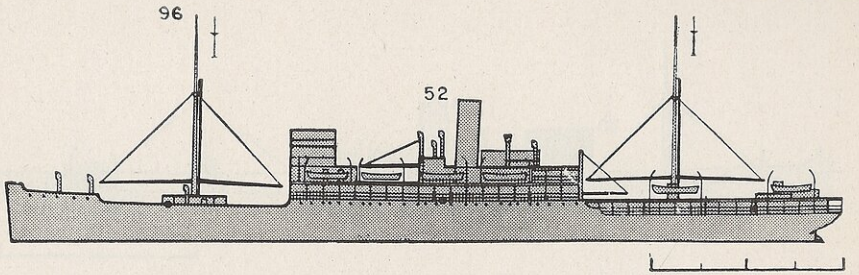
YOSINO MARU ▲

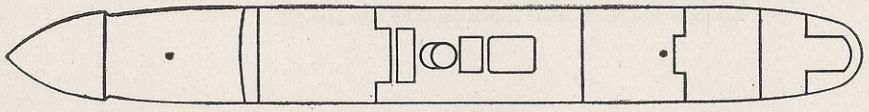


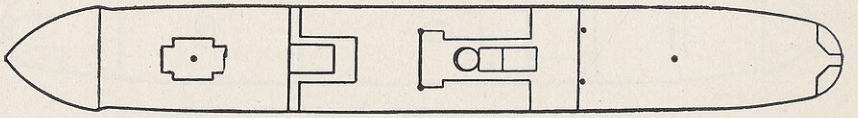
▲ MIZUHO MARU ▼











NIKKO MARU

Tonnages:
Gross: 5,058 D. W.: 4,800
Length:
W. L. (B. P.): 428′ O. A.:
Beam: 49′
Drafts:
Loaded: 24′8″ Light: 14′
Speed:
Normal cruising: 12½ Max: 14
Potential naval value: AP
Remarks:

Constructed:
1903 Japan
Propulsion:
Machinery: Reciprocating:
Screws: 1 N. H. P.: 785
I. H. P.: 6,694
R. P. M.: 99 @ Knots (trial):
17½
Fuel: Coal Capacity: 1,400
tons
Radius:

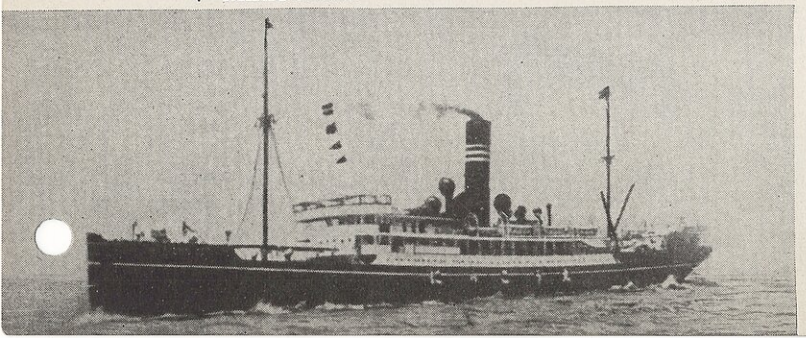
TEIKO MARU (ex CAP VARELLA)

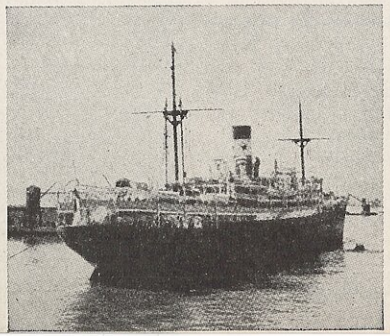
Tonnages:
Gross: 8,009 D. W.: 8,900
Length:
W. L. (B. P.): 418′ O. A.:
Beam: 55′
Drafts:
Loaded: 28′ Light: 15′
Speed:
Normal cruising: 12 Max:

Constructed:
1921 France
Propulsion:
Machinery: Steam turbine
Screws: 1 H. P.:
R. P. M.: @ Knots:
Fuel: Coal Capacity: 910 tons
Radius:

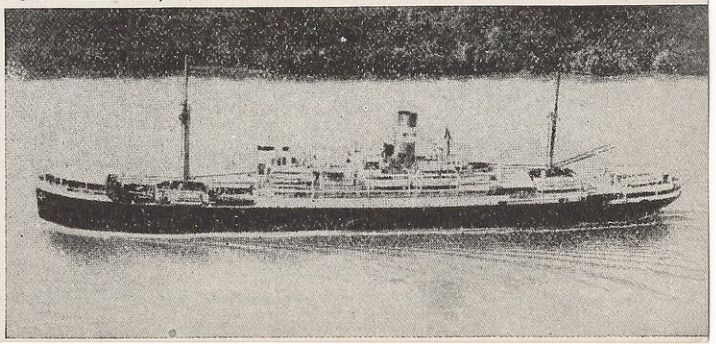
Potential naval value: AP
Remarks: Former French vessel requisitioned by Japanese.

▼ NIKKO MARU

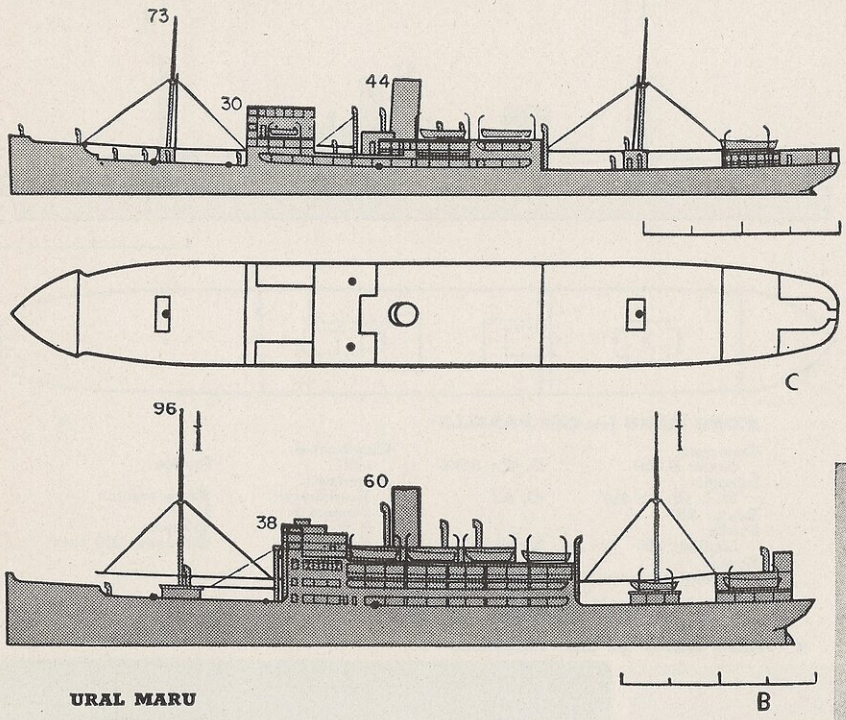




▼ TEIKO MARU (ex CAP VARELLA) ▼



7 MFM



URAL MARU

Tonnages: Gross: 6,374	D. W.: 5,300	Propulsion: Machinery:	Steam turbines
Length: W. L. (B. P.): 405′	O. A.:	Screws: 2	N. H. P.: 1,158
Beam: 55′		R. P. M.:	@ Knots:
Drafts: Loaded: 23′	Light:	Fuel: Coal	Capacity:
Speed: Normal cruising: 15	Max.: 18	Radius:	
Constructed: 1929	Japan		

Potential naval value: AP, ACL, AH.

Remarks: Designed for near seas service; URAL MARU declared a hospital ship.

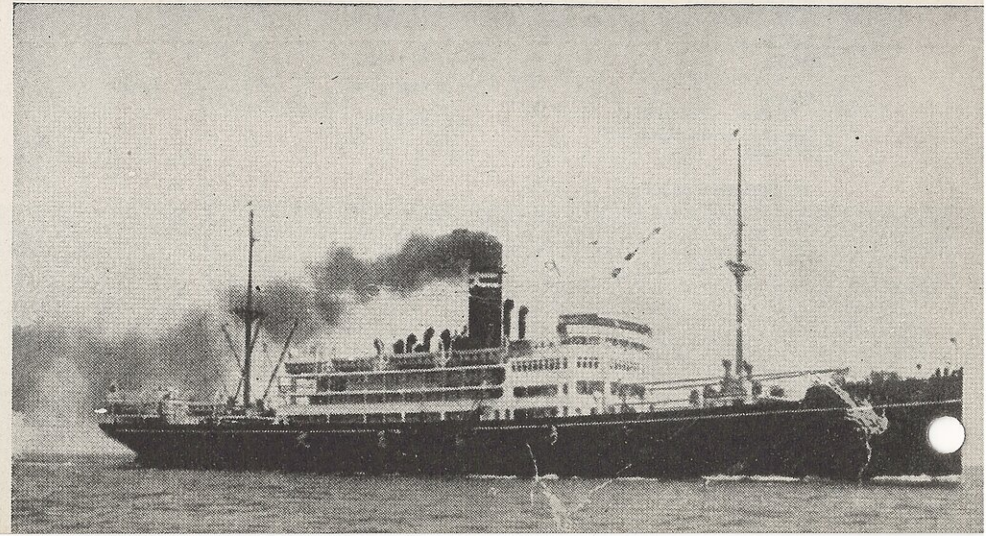
TEISON MARU (ex VILLE DE VERDUN)

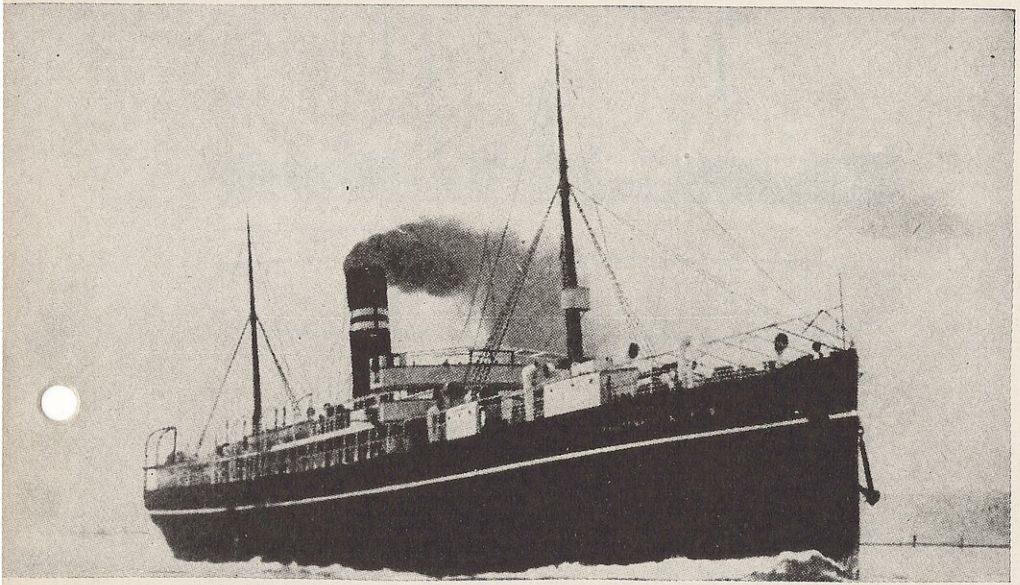
Tonnages: Gross: 7,007	D. W.: 9,100	Constructed: 1921	Great Britain
Length: W. L. (B. P.): 410′	O. A.:	Propulsion:	
Beam: 54′		Machinery:	Reciprocating
Drafts: Loaded: 28′	Light:	Screws: 1	N. H. P.: 710
Speed: Normal cruising: 10	Max.: 11½	R. P. M.:	@ Knots:
		Fuel: Coal	Capacity:
		Radius:	

Potential naval value: AP, AK.

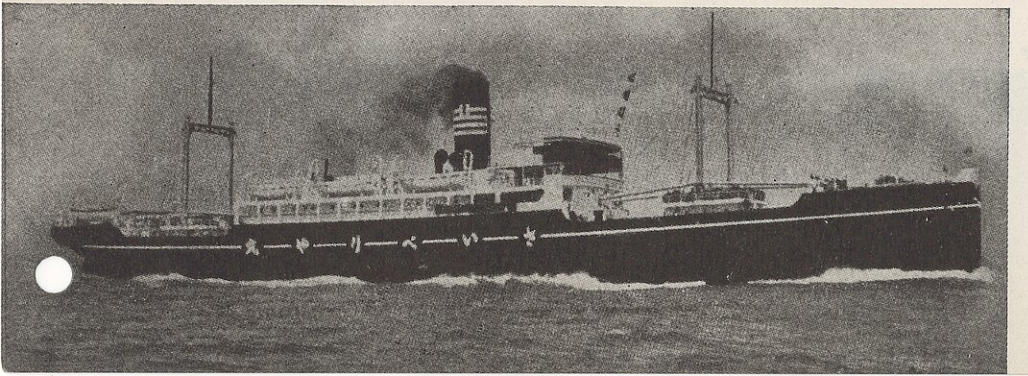
Remarks: Ex-French vessel requisitioned by Japanese.

▼ **URAL MARU**

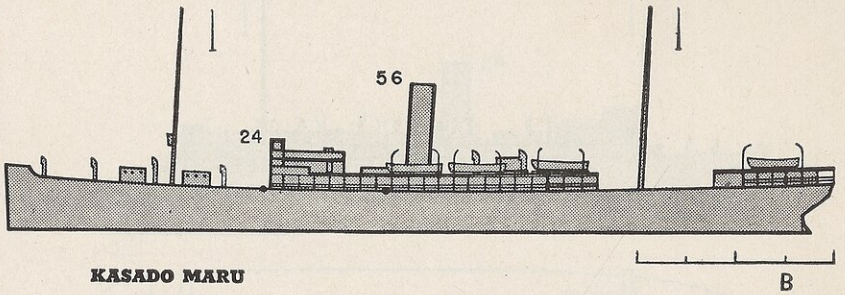




KASADO MARU ▲



SIBERIA MARU ▼

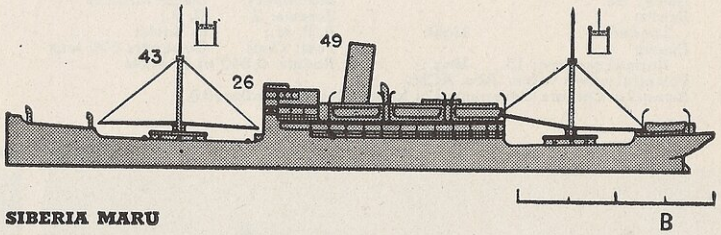


KASADO MARU

Tonnages:
Gross: 6,003 D. W.:6, 240
Length:
W. L. (B. P.): 401' O. A.:
Beam: 50'
Drafts:
Loaded: 25' Light: 14'
Speed:
Normal cruising: 10 Max .:13

Potential naval value: AP.
Remarks:

Constructed:
1900 Great Britain
Propulsion:
Machinery: Reciprocating
Screws: 2 N. H. P.: 600
R. P. M.: @ Knots:
Fuel: Coal Capacity: 866 tons
Radius: 3,840 miles at 10 knots

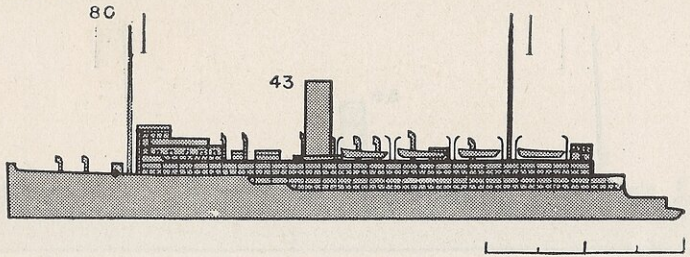


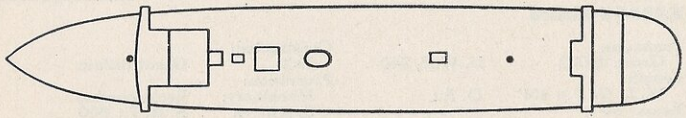
SIBERIA MARU

Tonnages:
Gross: 3,461 D. W.: 4,500
Length:
W. L. (B. P.): 351' O. A.:
Beam: 44'
Drafts:
Loaded: 19' Light: 12½'
Speed:
Normal cruising: 11½ Max.: 14½
Potential naval value: AP, AK.
Remarks:

Constructed:
1909 Great Britain
Propulsion:
Machinery Reciprocating
Screws: 1 N. H. P.: 643
R. P. M.: @ Knots:
Fuel: Coal Capacity: 240 tons
Radius: 3,000 miles at knots

7 MFM



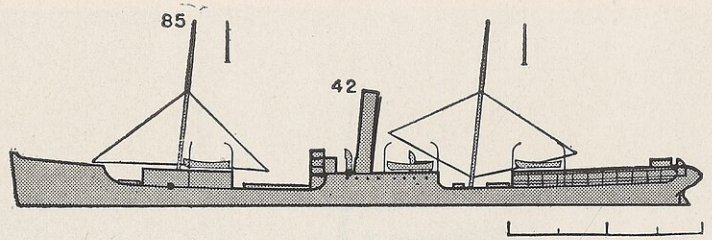


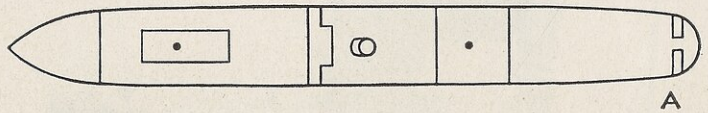
A

MATUMAE MARU
SYOHO MARU and TUGARU MARU

Tonnages:
Gross: 3,429–3,484 D. W.:
Length:
W. L. (B. P.): 350' O. A.:
Beam: 52'
Drafts:
Loaded: Light:
Speed:
Normal cruising: 13 Max.:
Potential naval value: APc, ACM.
Remarks: Owners Government of Japan (Dep't. of Railroads).

Constructed:
1923–24 Japan
Propulsion:
Machinery: Steam turbines
Screws: 2 H. P.:
R. P. M.: @ Knots:
Fuel: Coal Capacity: 500 tons
Radius: 6,840 at 15 knots





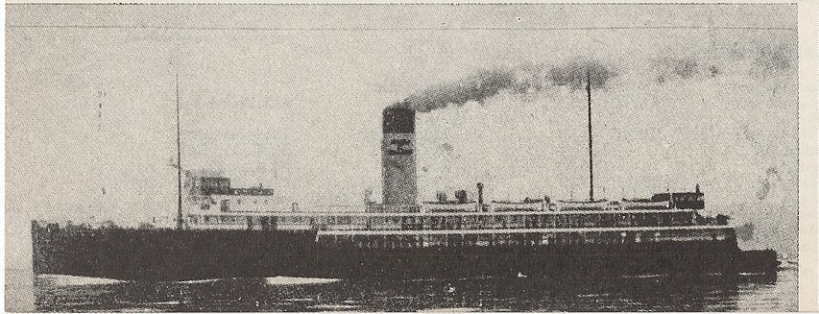
A

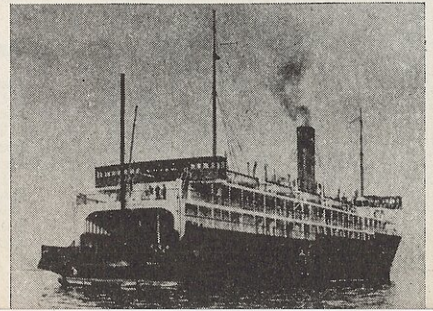
SINGU MARU

Tonnages:
Gross: 2,746 D. W.: 3,150
Length:
W. L. (B. P.): 345' O. A.:
Beam: 38'
Drafts:
Loaded: 23' Light: 13'
Speed:
Normal cruising: 9 Max.: 11
Potential naval value: APc.
Remarks:

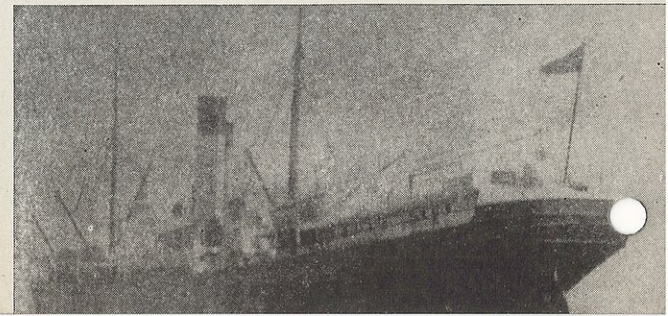
Constructed:
1890 Great Britain
Propulsion:
Machinery: Reciprocating
Screws: 1 N. H. P.: 243
R. P. M.: @ Knots:
Fuel: Coal Capacity: 500 tons
Radius: 6,840 miles at 15 knots

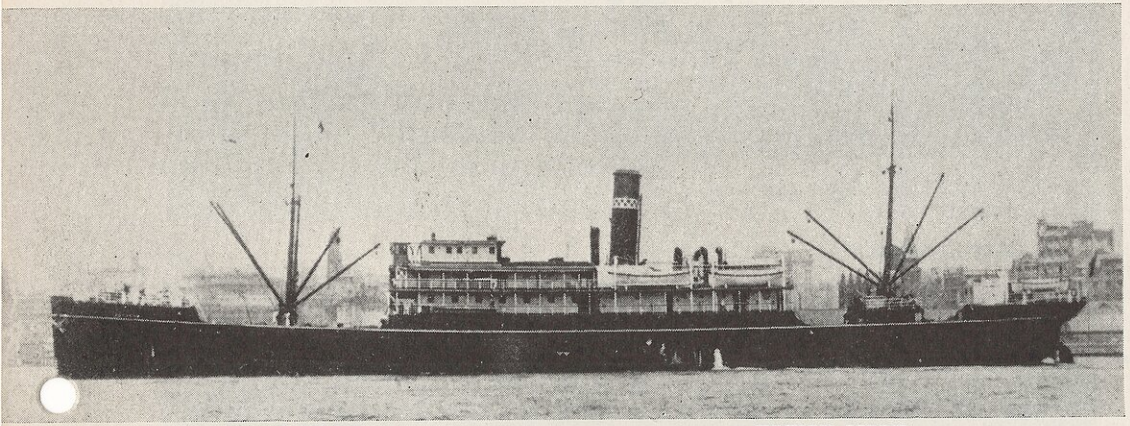
▼ TUGARU MARU ▼



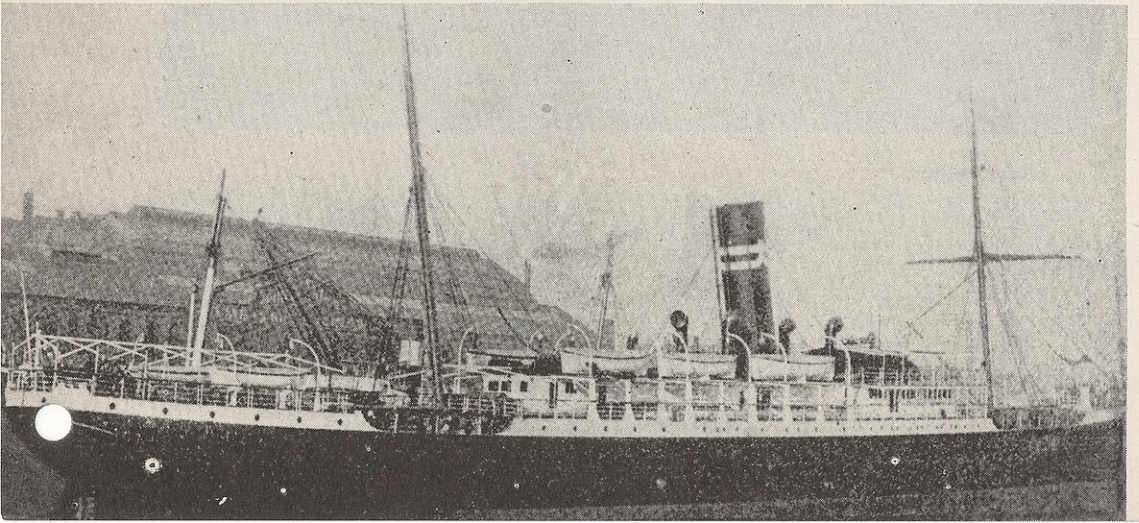


▼ SINGU MARU

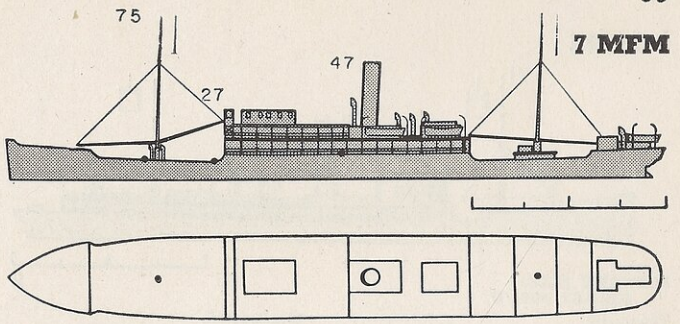




▲ KOWA MARU



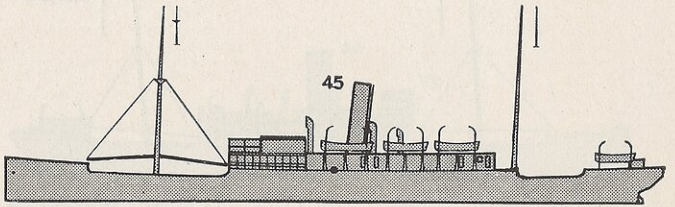
▼ TAINAN MARU



KOWA MARU B

Tonnages:
Gross: 3,217 D. W.: 4,610
Length:
W. L. (B. P.): 331' O. A.:
Beam: 43'
Drafts:
Loaded: 21' 3" Light:
Speed:
Normal cruising: 10 Max.: 11
Potential naval value: AP.
Remarks:

Constructed: 1909 Great Britain
Propulsion:
Machinery: Reciprocating
Screws: 1 N. H. P.: 397
R. P. M.: @ Knots:
Fuel: Coal Capacity: 335 tons
Radius: 3,600 miles at 10 knots

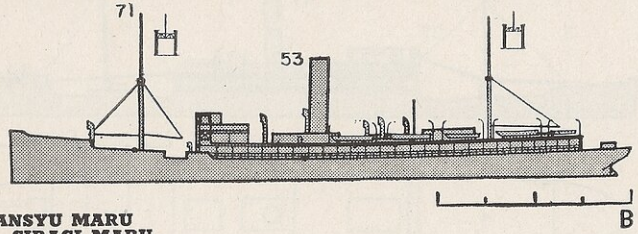


TAINAN MARU B

Tonnages:
Gross: 3,175 D. W.: 3,300
Length:
W. L. (B. P.): 330' O. A.:
Beam: 43'
Drafts:
Loaded: 23' Light:
Speed:
Normal cruising: 11 Max.: 14
Potential naval value: AP.
Remarks: TAINAN MARU—Believed to be carrying oil in bulk.

Constructed: 1897 Great Britain
Propulsion:
Machinery: Reciprocating
Screws: 1 N. H. P.: 589
R. P. M.: @ Knots:
Fuel: Coal Capacity.
Radius:

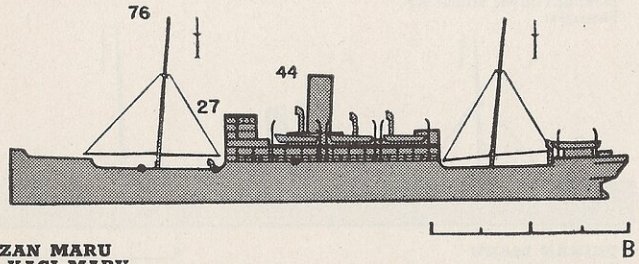
7 MFM



MANSYU MARU
SIRAGI MARU

Tonnages:
Gross: 3,054–3,022 D. W.: 3,400
Length:
W. L. (B. P.): 324–320 O. A.:
Beam: 43′
Drafts:
Loaded: 21′ Light: 13½′
Speed:
Normal cruising: 12½ Max.: 16
Potential naval value: AP.
Remarks:

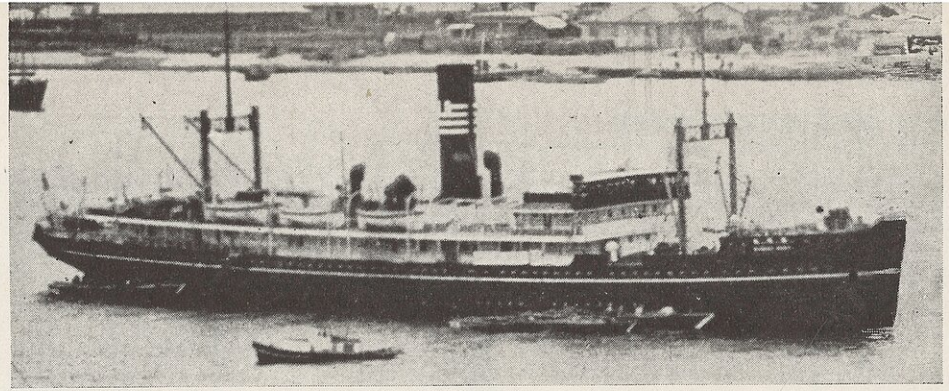
Constructed:
1912 Japan
Propulsion:
Machinery: Reciprocating
Screws: 2 N. H. P.: 337
R. P. M.: @ Knots:
Fuel: Coal Capacity: 285 tons
Radius: 2,500 miles at 12½ knots



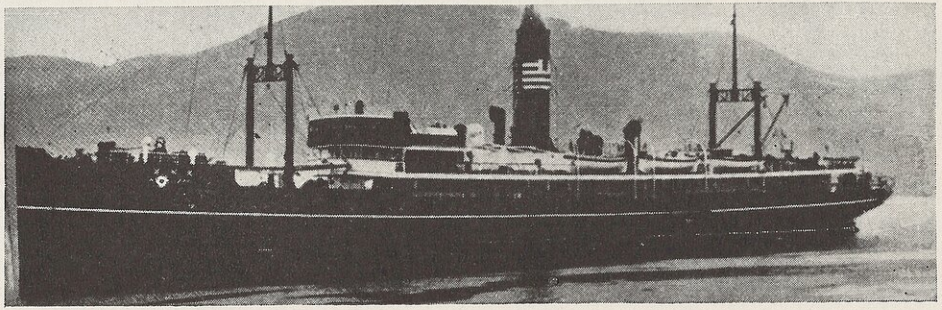
HOZAN MARU
KAGI MARU

Tonnages:
Gross: 2,344 D. W.:
Length:
W. L. (B. P.): 306′ O. A.:
Beam: 40′
Drafts:
Loaded: 20½′ Light:
Speed:
Normal cruising: 8–13 Max.:
Potential naval value: AP, AK.
Remarks:

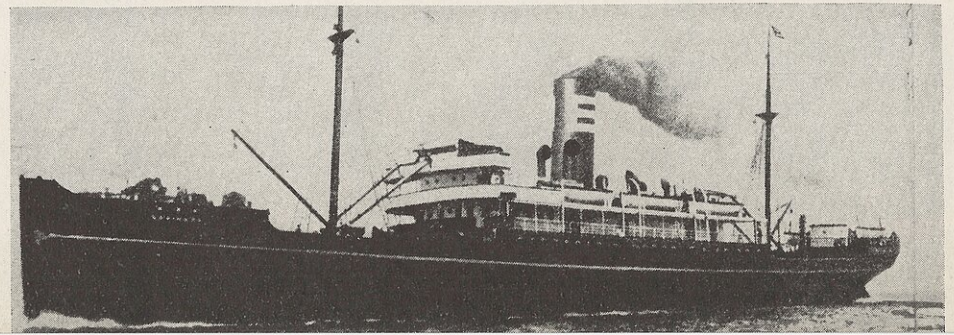
Constructed:
1907 Japan
Propulsion:
Machinery: Reciprocating
Screws: 1 N. H. P.: 248
R. P. M.: @ Knots:
Fuel: Coal Capacity: 444 tons
Radius:

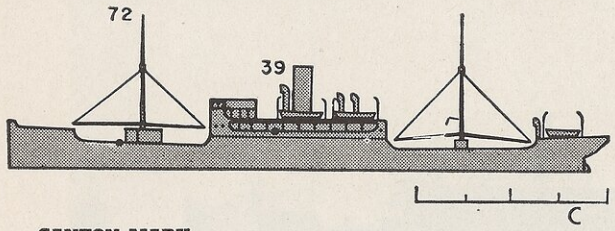


▲ MANSYU MARU ▼



▼ KAGI MARU



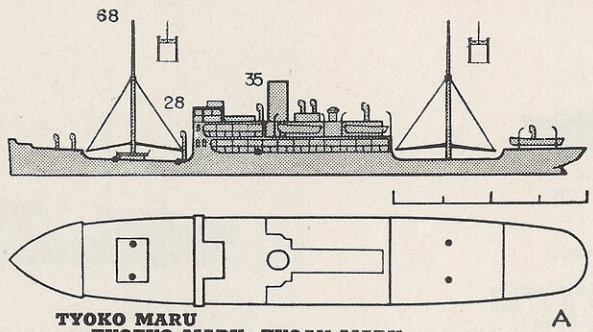


CANTON MARU

Tonnages: Gross: 2,820 D. W.: 2,500
Length: W. L. (B. P.): 300' O. A.:
Beam: 45'
Drafts: Loaded: 18' Light:
Speed: Normal cruising: 11 Max.: 15
Potential naval value: AP, AK.
Remarks:

Constructed: 1928 Japan
Propulsion: Machinery: Reciprocating
Screws: 1 N. H. P.: 435
R. P. M.: @ Knots:
Fuel: Coal Capacity: 383 tons
Radius:

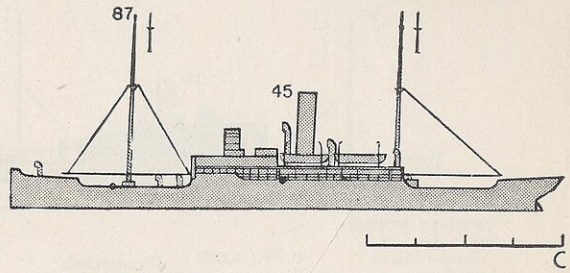
TYOAN MARU ▼



TYOKO MARU
TYOZYO MARU, TYOAN MARU

Tonnages: Gross: 2,611–2,632 D. W.: 2,900–3,000
Length: W.L. (B.P.): 285' O. A.:
Beam: 46'
Drafts: Loaded: 20' Light:
Potential naval value: AP
Remarks:

Speed: Normal cruising: 14 Max.: 16½
Constructed: 1927 Japan
Propulsion: Machinery: Diesel
Screws: 1 N. H. P.: 582
R. P. M.: @ Knots:
Fuel: Oil Capacity: 134 tons
Radius:

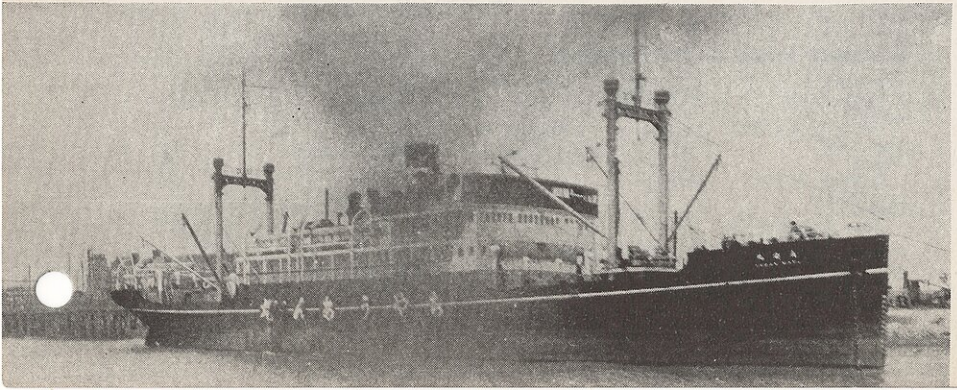


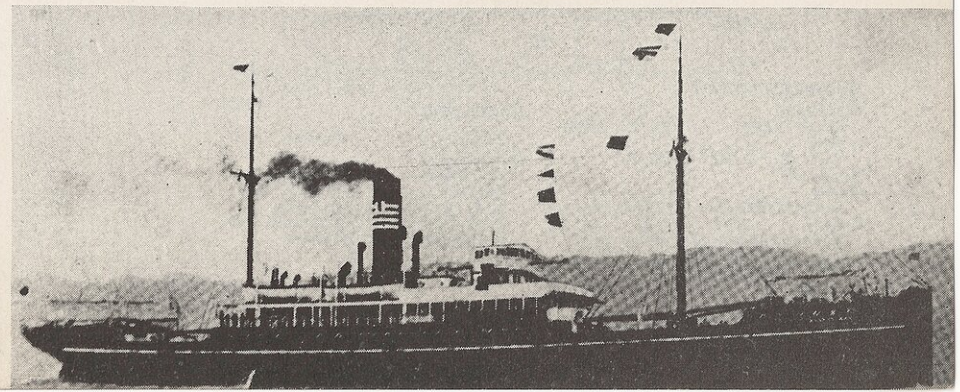
AMAKUSA MARU

Tonnages: Gross: 2,340 D. W.: 2,789
Length: W.L.(B.P.): 279' O. A.:
Beam: 41'
Drafts: Loaded: 20' Light: 10'
Speed: Normal cruising: 11½ Max.: 13½
Potential naval value: AP, AK.
Remarks:

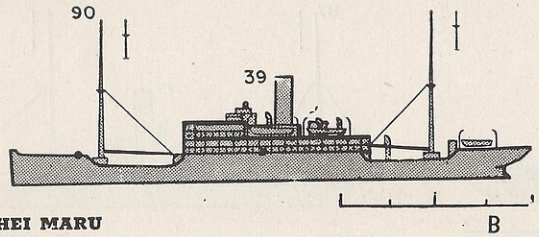
Constructed: 1901 Germany
Propulsion: Machinery: Reciprocating
Screws: 2 N. H. P.: 426
R. P. M.: @ Knots:
Fuel: Coal Capacity: 413 tons
Radius: 3,000 miles norma speed.

AMAKUSA MARU ▼





7 MFM



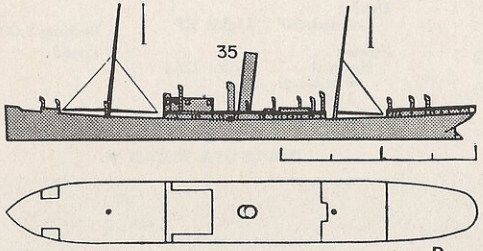
TYOHEI MARU

Tonnages:
Gross: 1,718 D. W.: 2,000
Length:
W. L. (B. P.): 260′ O. A.:
Beam: 39′
Drafts:
Loaded: 17′ Light: 8′
Speed:
Normal cruising: 11 Max.: 13

Constructed:
1920 Japan
Propulsion:
Machinery: Reciprocating
Screws: 1 N. H. P.: 225
R. P. M.: @ Knots
Fuel: Coal Capacity: 270 tons
Radius: 3,000 miles at 11 knots

Potential naval value: AP.

Remarks:



TYOHAKU MARU

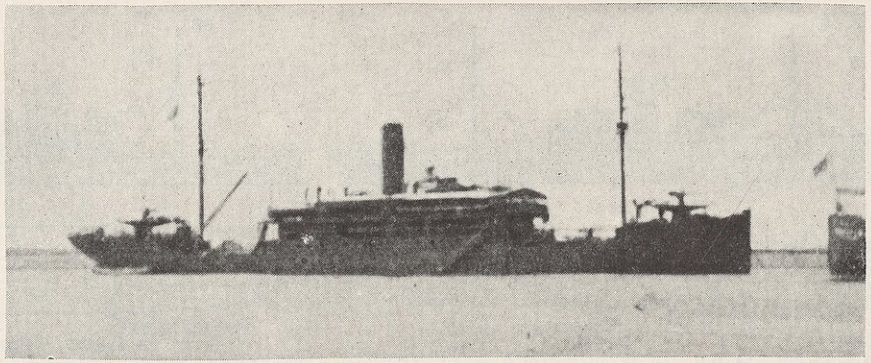
Tonnages:
Gross: 1,287 D. W.: 1,650
Length:
W. L. (B. P.): 231′ O. A.:
Beam: 32′
Drafts:
Loaded: 20′ Light: 11′
Speed:
Normal cruising: 10 Max.: 12

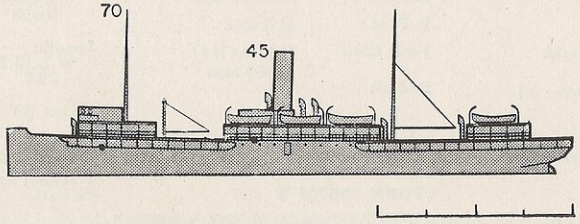
Constructed:
1908 Norway
Propulsion:
Machinery: Reciprocating
Screws: 1 N. H. P.: 195
R. P. M.: @ Knots:
Fuel: Coal Capacity: 310
Radius: 3,200 at 10 knots

Potential naval value: APc.

Remarks:

▼ **TYOHEI MARU**





BAKUZAN MARU (ex HSIN PEKING)

Tonnages:
Gross: 2,104 D. W.: 3,000
Length:
W. L. (B. P.): 280′ O. A.:
Beam: 40′
Drafts:
Loaded: 19′ (estimated) Light:
Speed:
Normal cruising: 9 Max.: 11

Constructed:
1914 China
Propulsion:
Machinery: Reciprocating
Screws: 1 N. H. P.: 196
R. P. M.: @ Knots:
Fuel: Coal Capacity:
Radius:

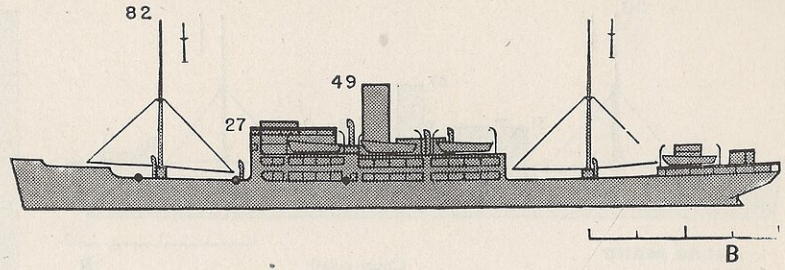
Potential naval value: APc, AK, or tender.

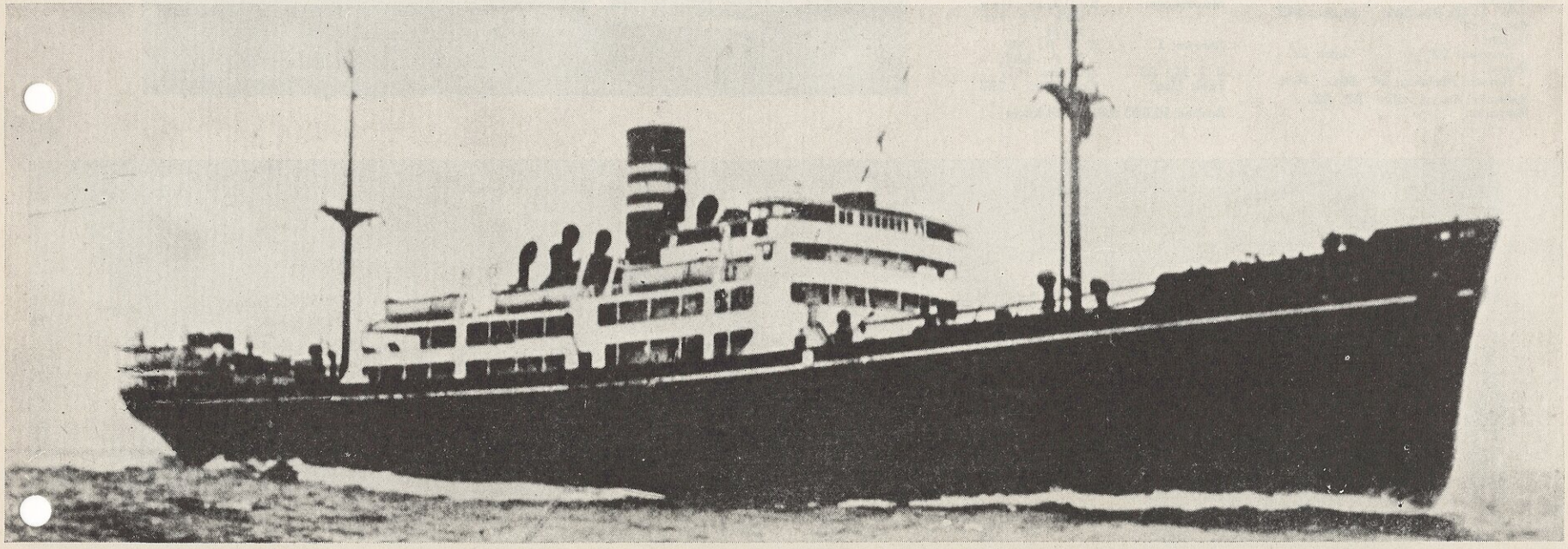
Remarks: Former British vessel reported to have been salvaged and now being operated by Japanese.

SAIPAN MARU

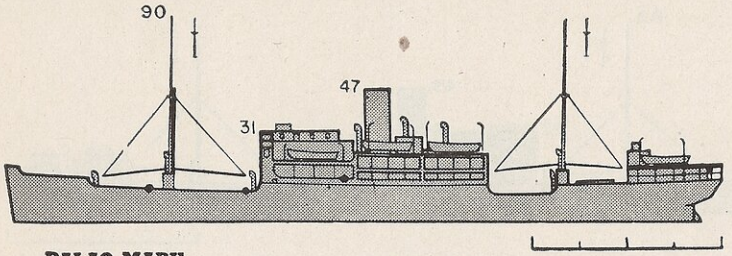
Tonnages:
Gross: 5,533 D. W.: 4,200
Length:
W. L. (B. P.): O. A.:
Beam: 54'
Drafts:
Loaded: 21' Light: 12'
Speed:
Normal cruising: 14 Max: 16½
Constructed:
1936 Japan
Potential naval value: AP
Remarks: Designed for near seas service.

Propulsion:
M&chinery: Reciprocating and LP turbine
Screws: 1
N. H. P.: 640
I. H. P.: 4,500
R. P. M.: 90
@ Knots: 16½
Fuel:
Radius: 11,000 miles at 14 knots.
Capacity:





8 MFM

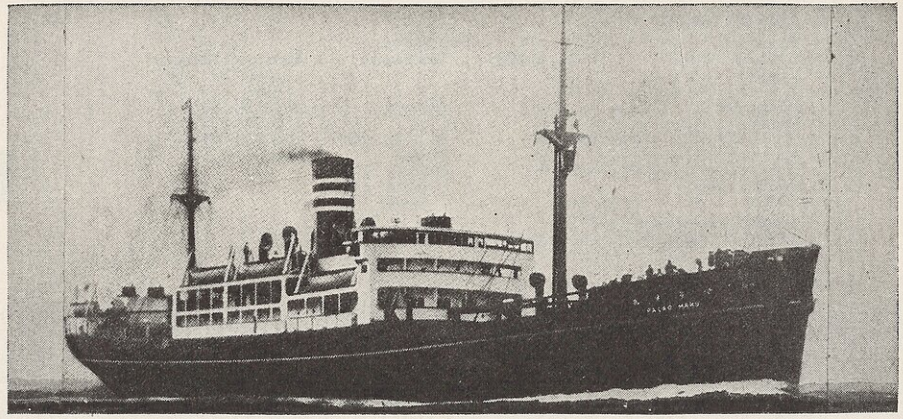


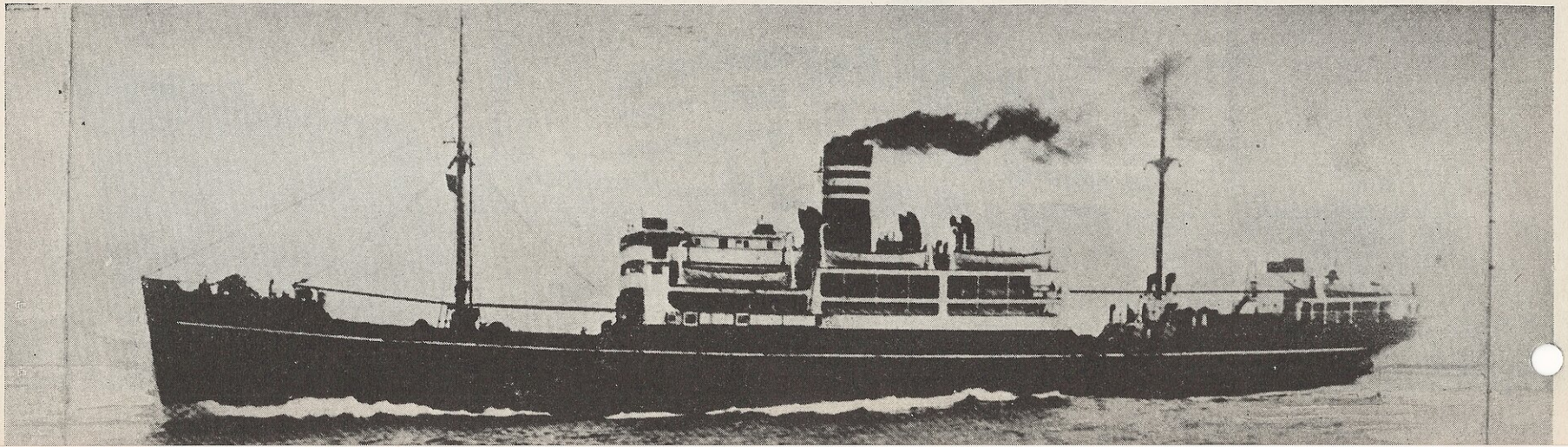
B

PALAO MARU

Tonnages:
Gross: 4,495 D. W.:
Length:
W. L. (B. P.): 362′ O. A.: 383′
Beam: 51′
Drafts:
Loaded: 22′ Light: 12′
Speed:
Normal cruising: 14 Max.: 16½
Potential naval value: AP, AK.
Remarks:

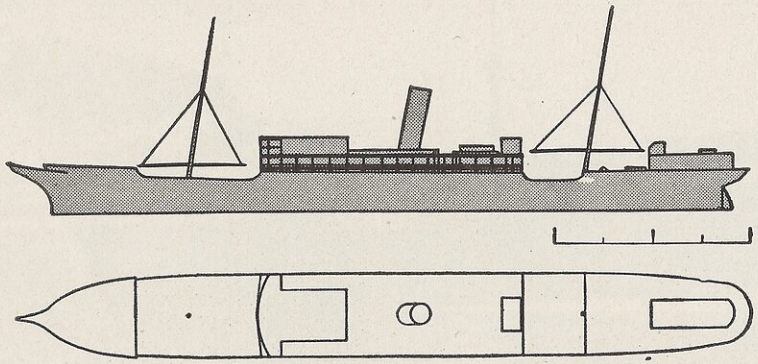
Constructed: 1934 Japan
Propulsion:
Machinery: Reciprocating with LP turbines
Screws: 1 N. H. P.: 340
I. H. P.: 4,950
R. P. M.: 93 @ Knots: 16½
Fuel: Coal Capacity: 1,233 tons
Radius: 10,000 miles at 14 knots





ONI 208-J RESTRICTED

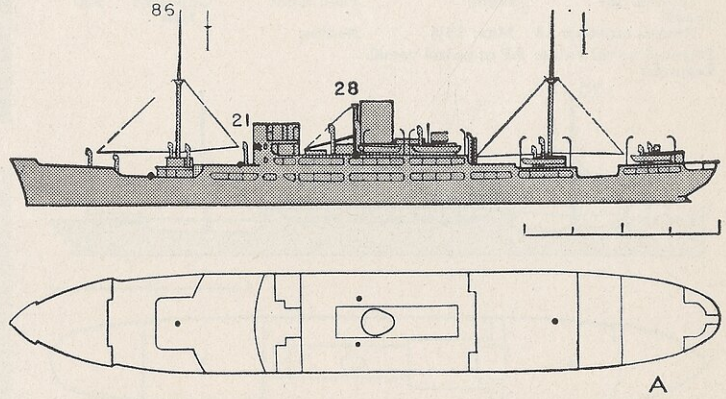
DIVISION OF NAVAL INTELLIGENCE—IDENTIFICATION AND CHARACTERISTICS SECTION



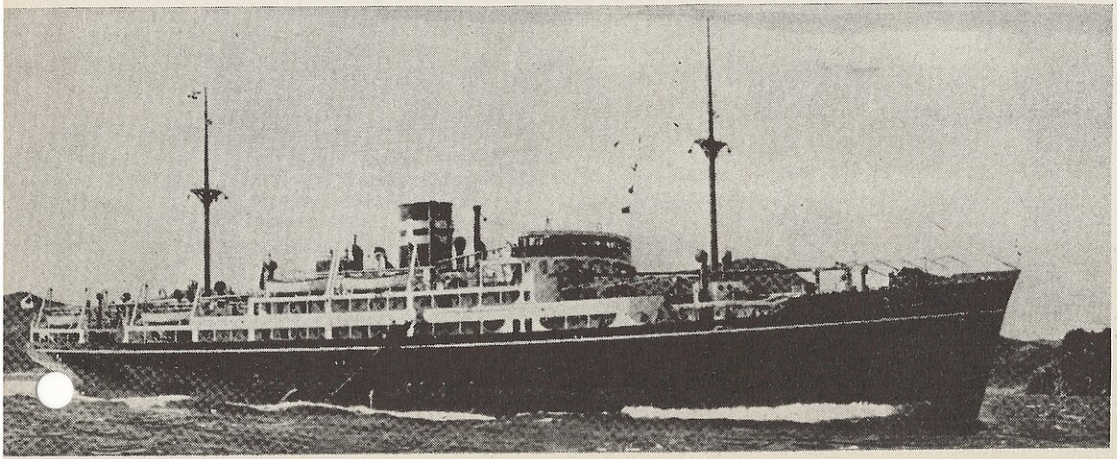
TERUKUNI MARU

Tonnages:
Gross: 3,589 D. W.: 4,284
Length:
W. L. (B. P.): 352' O. A.:
Beam: 42'
Drafts:
Loaded: 24' Light: 14'6"
Speed:
Normal cruising: 11 Max.: 14
Potential naval value: AP, AK.
Remarks:

Constructed:
1899 Great Britain
Propulsion:
Machinery: Reciprocating
Screws: 1 N. H. P.: 469
R. P. M.: @ Knots:
Fuel: Coal Capacity: 1,117 tons
Radius: 6,000 miles at 11 knots.



▼ UKISIMA MARU

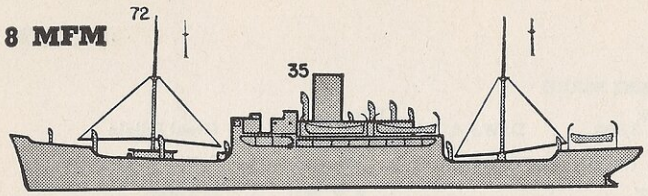


NAMINOUE MARU
UKISIMA MARU

Tonnages:
Gross: 4,730 D. W.: 4,600
Length:
W. L. (B. P.): 351–356 O. A.:
Beam: 52
Drafts:
Loaded: 23 Light:
Speed:
Normal cruising: 15 Max.: 18
Potential naval value: AP.
Remarks: Designed for near seas service. NAMINOUE may be HAZYO MARU.

Constructed:
1936 Japan
Propulsion:
Machinery: Diesel
Screws: 1 N. H. P.: 750
B. H. P.: 4,805
R. P. M.: @ Knots:
Fuel: Oil Capacity: 219 tons
Radius:

8 MFM

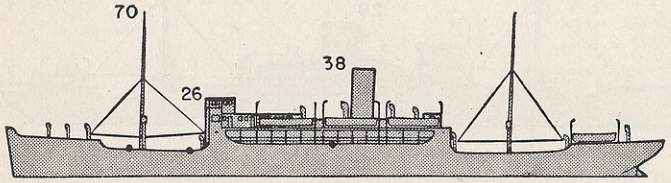


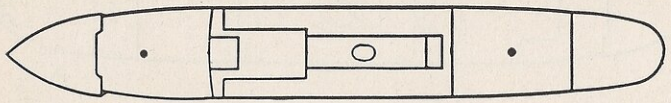
B

HONGKONG MARU

Tonnages:		Constructed:	
Gross: 2,797	D. W.: 3,200	1935	Japan
Length:		Propulsion:	
W. L. (B. P.): 299′	O. A.: 315′	Machinery:	Steam turbine
Beam: 45′		Screws: 1	N. H. P.: 367
Drafts:		R. P. M.:	@ Knots:
Loaded: 20′	Light:	Fuel: Coal	Capacity: 330 tons
Speed:			
Normal cruising: 14	Max: 15½	Radius:	

Potential naval value: AP or patrol vessel.
Remarks:



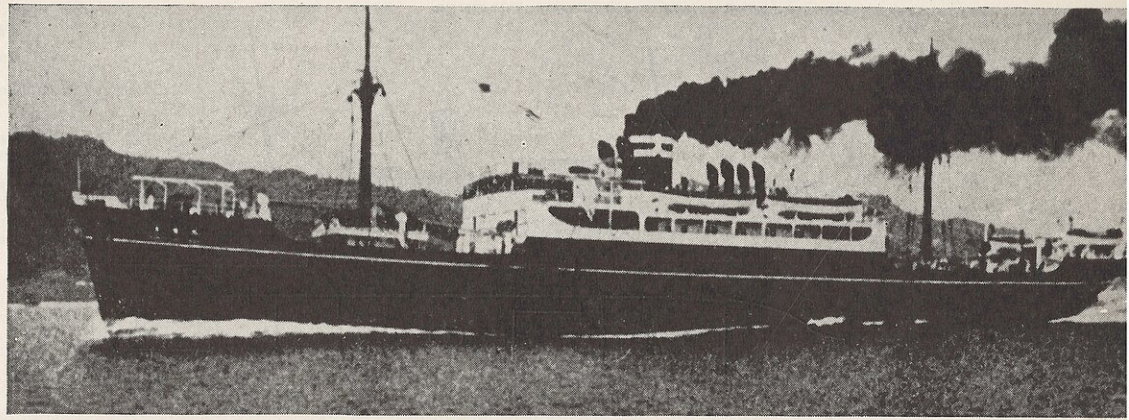


C

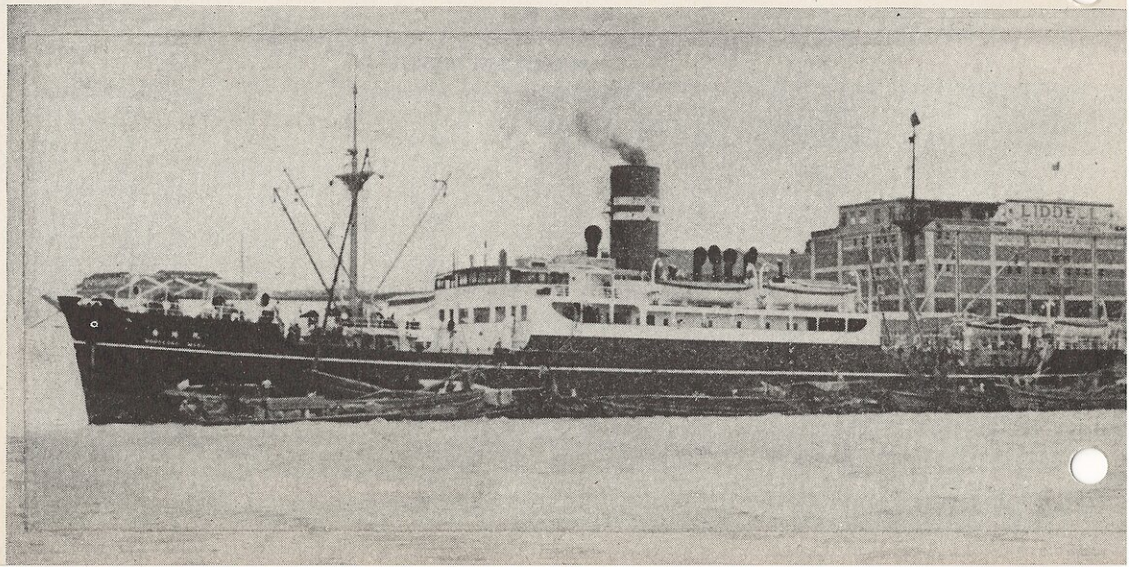
MING SANG — YU SANG

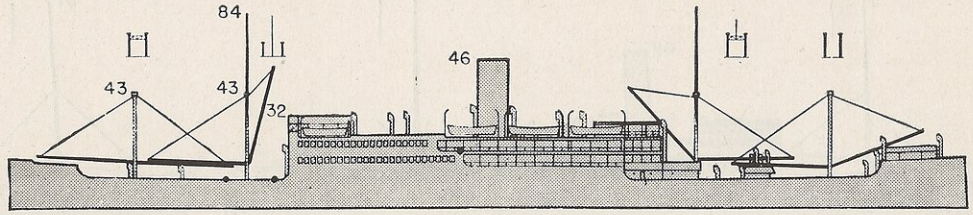
Tonnages:		Constructed:	
Gross: 3,357–3,420	D. W.: 3,316	1934	Great Britain
Length:		Propulsion:	
W. L. (B. P.): 329′	O. A.: 343′	Machinery:	Reciprocating
Beam: 47′		Screws: 1	N. H. P.: 383
Drafts:		R. P. M.:	@ Knots:
Loaded: 17′ 6″	Light:	Fuel: Coal	Capacity:
Speed:		Radius:	
Normal cruising: 12	Max: 13½		

Potential naval value: AP, AK.
Remarks: British vessels. Reported to have been salvaged and now being operated by Japanese.



▲ HONGKONG MARU ▼





PRESIDENT HARRISON

Tonnages:
Gross: 10,509 D. W.: 13,100

Length:
W. L. (B. P.): 502′ O. A.: 522′

Beam: 62′

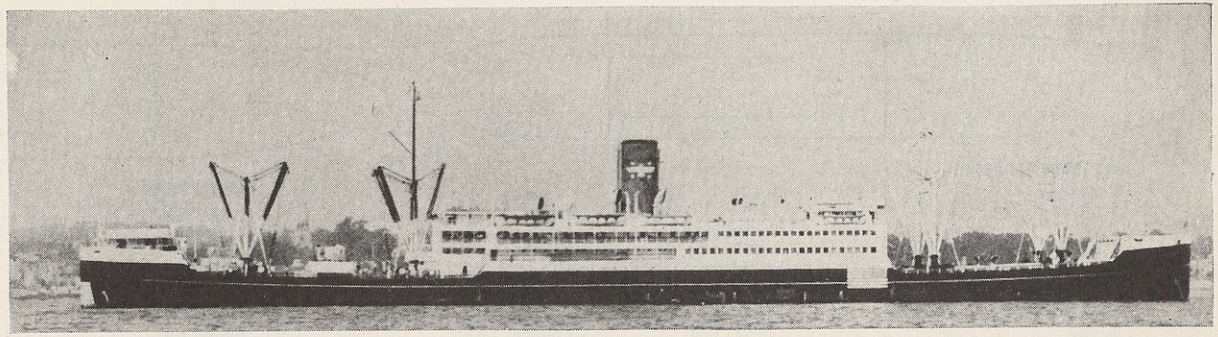
Drafts:
Loaded: 32′ Light:

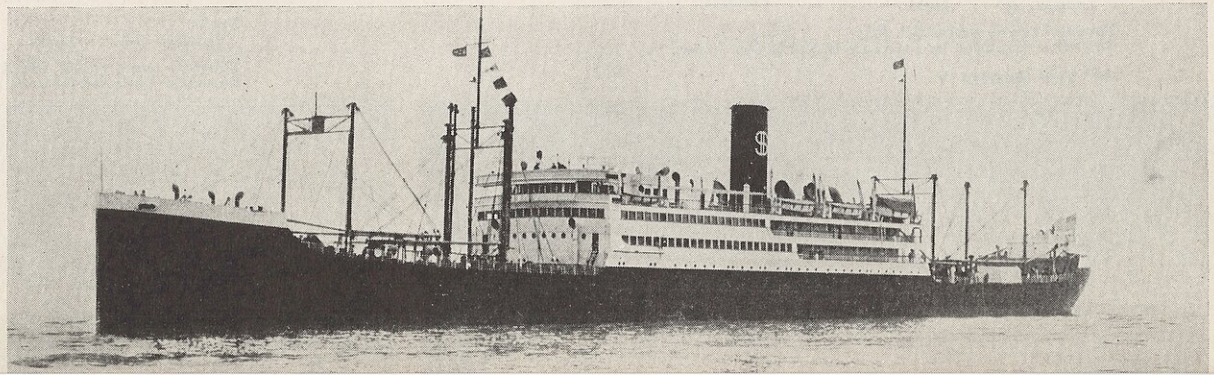
Speed:
Normal cruising: 12 Max.: 14

Constructed:
1921 United States

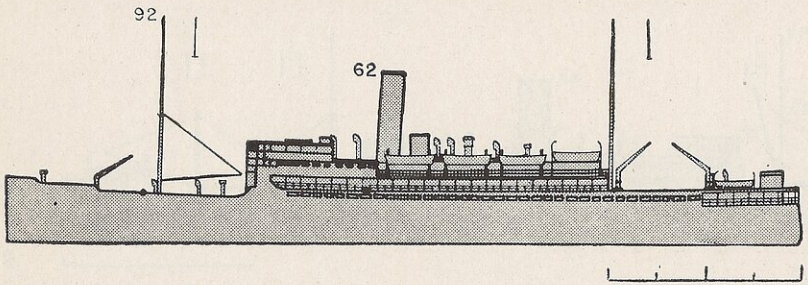
Propulsion:
Machinery: Reciprocating
Screws: 2 N. H. P.: 782
R. P. M.: @ Knots:
Fuel: Oil Capacity: 3,786 tons
Radius:

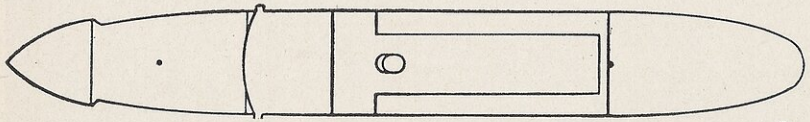
Potential naval value: AP, AK.
Remarks: Captured at the outbreak of the war at Shanghai.





9 CMFMC 10 MKFM





OP TEN NOORT

Tonnages:
Gross: 6,076 D. W.: 4,300

Length:
W. L. (B. P.): O. A.:
425′

Beam: 55′

Drafts:
Loaded: 22′ Light:

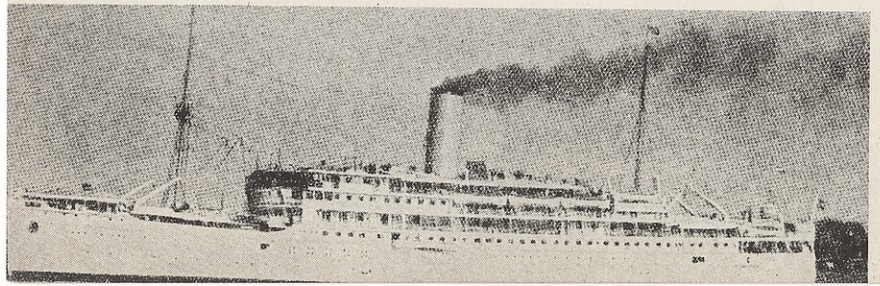
Speed:
Normal cruising: 15 Max.:

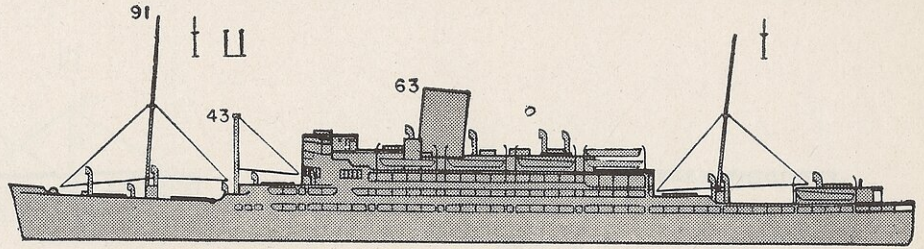
Constructed:
1927 Holland

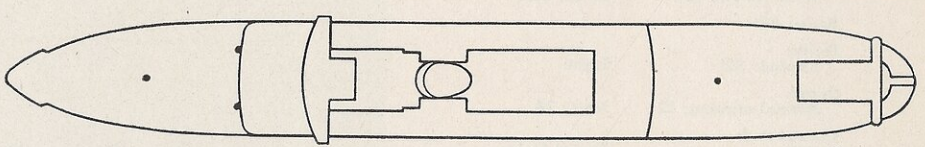
Propulsion:
Machinery: Reciprocating
Screws: 2 N. H. P.: 616
R. P. M.: @ Knots:
Fuel: Oil Capacity: 1,100
Radius:

Potential naval value: AP, AH.
Remarks: Captured by Japanese in Dutch East Indies.

OP TEN NOORT ▼







HUZI MARU

Tonnages:
Gross: 9,138 D. W.: 6,200

Length:
W. L. (B. P.): O. A.:
453′

Beam: 60′

Drafts:
Loaded: 24′ Light:

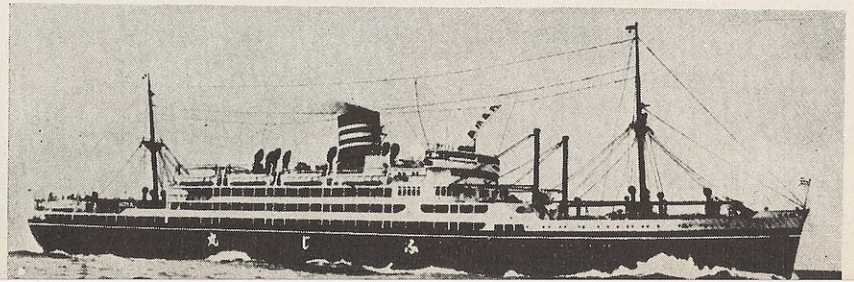
Speed:
Normal cruising: 16 Max.: 19½

Constructed:
1937 Japan

Propulsion:
Machinery: Steam turbines
Screws: 2 N. H. P.: 1,333
R. P. M.: @ Knots:
Fuel: Coal Capacity:
Radius:

Potential naval value: AP, AS, ACL.
Remarks: Designed for near seas service.

▼ HUZI MARU



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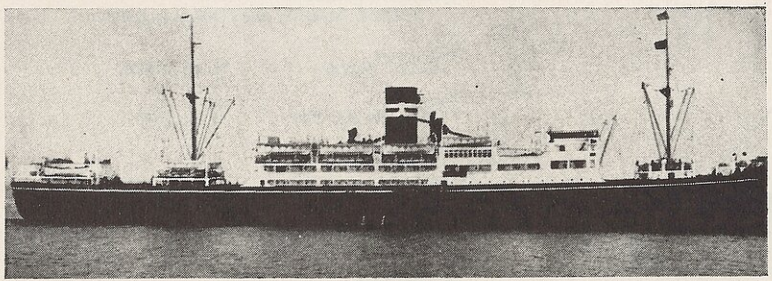
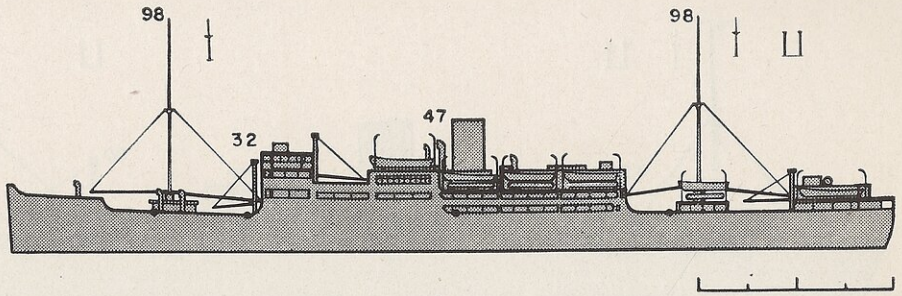
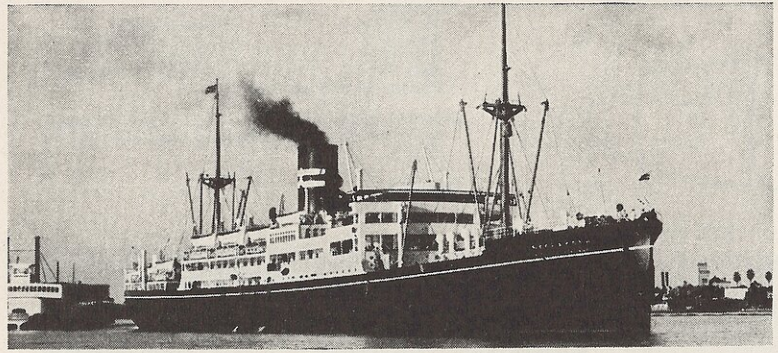
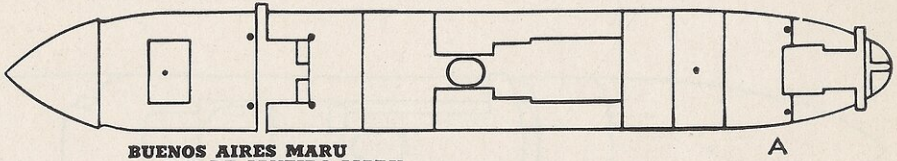


▲ **RIO DE JANEIRO MARU**



▼ **BUENOS AIRES MARU**



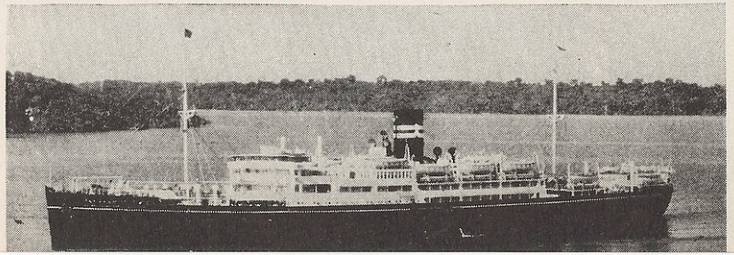


BUENOS AIRES MARU
RIO DE JANEIRO MARU

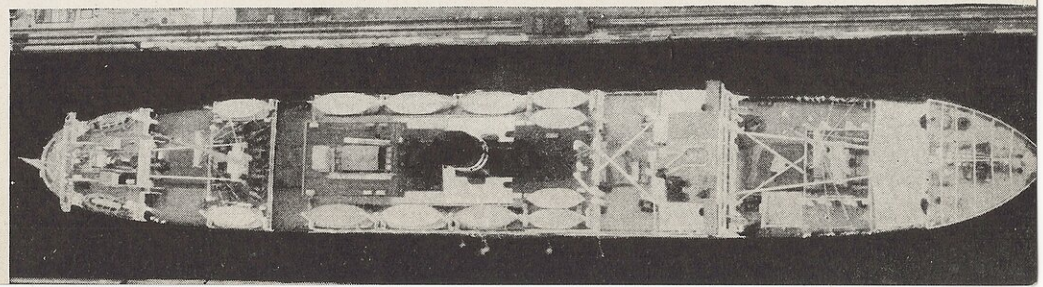
Tonnages: Gross: 9,626	D. W.: 8,200	Constructed: 1929–30	Japan
Length: W. L. (B. P.): 461′	O. A.:	Propulsion: Machinery:	Diesel
Beam: 62′		Screws: 2	N. H. P.: 1,500
Drafts: Loaded: 26′	Light: 13′2″	R. P. M.: Fuel: Oil	@ Knots: Capacity: 2,436 tons
Speed: Normal cruising: 15	Max.: 17	Radius:	

Potential naval value: AP, ACL. BUENOS AIRES MARU declared hospital ship.
Remarks: Believed to mount 6″ guns.

▼ **RIO DE JANEIRO MARU**



BUENOS AIRES MARU ▶



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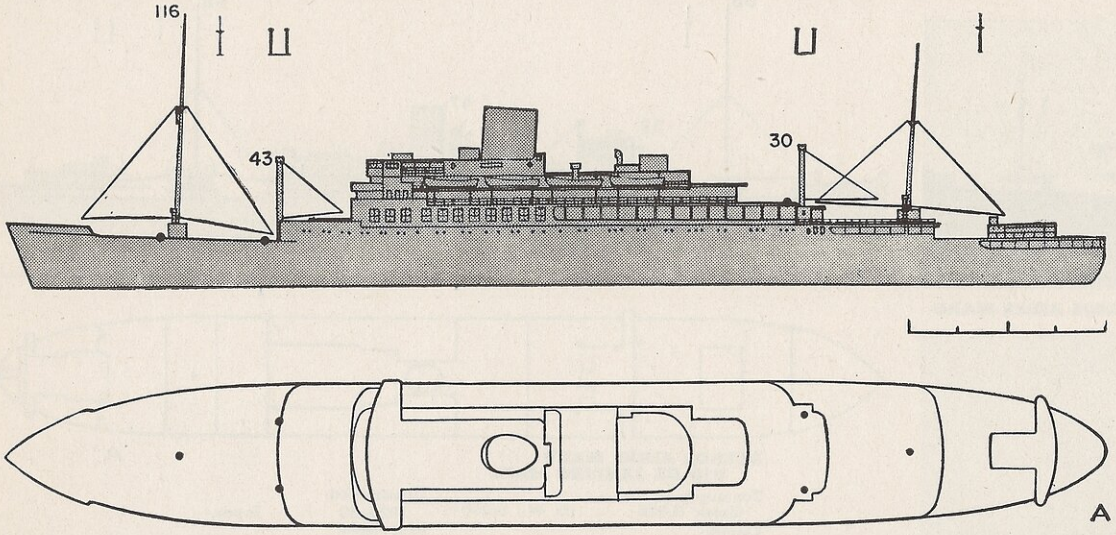


KASUGA MARU
NITTA MARU, YAWATA MARU

Tonnages:
Gross: 17,000 D. W.: 9,600

Length:
W. L. (B. P.): 558' O. A.: 591'

Beam: 74'

Drafts:
Loaded: 29' Light: 18'

Speed:
Normal cruising: 18½ Max.: 22

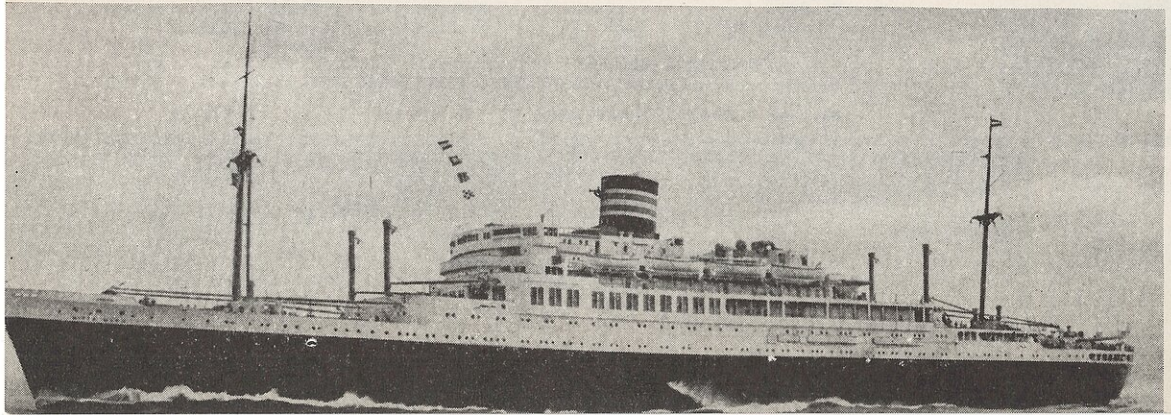
Constructed:
1939–41 Japan

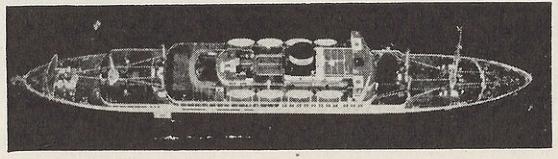
Propulsion:
Machinery: Steam turbines
Screws: 2 N. H. P.: 21,000
R. P. M.: @ Knots:
Fuel: Oil Capacity: 3,500 tons
Radius: 14,000 at 18½ knots.

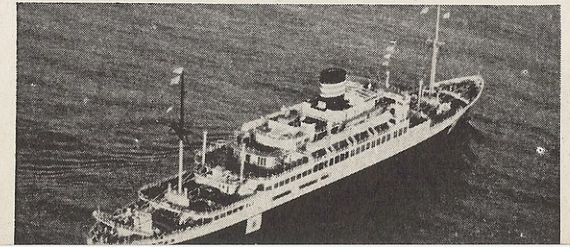
Potential naval value: One of this class believed sunk; the other two converted and operating as ACV's.

Remarks:

ALL PHOTOS NITTA MARU



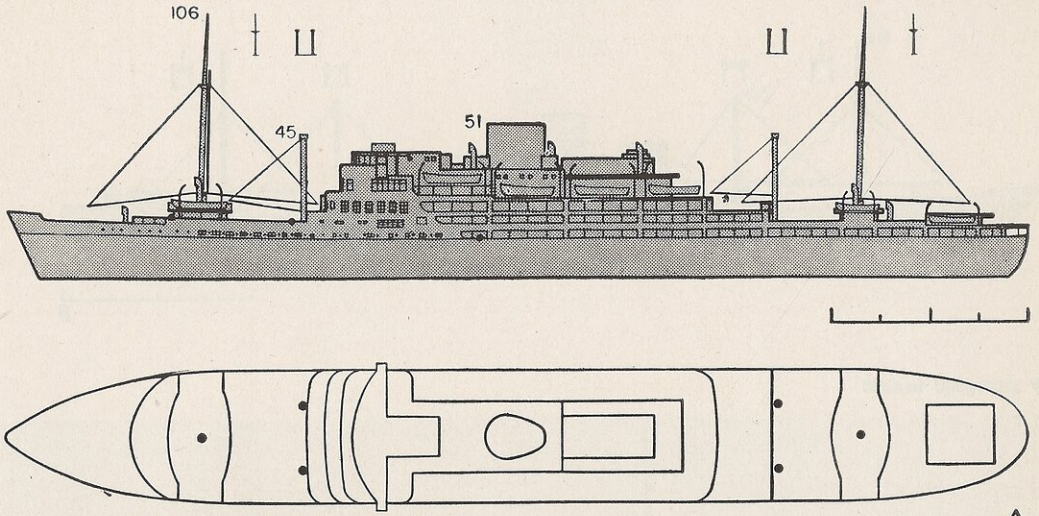




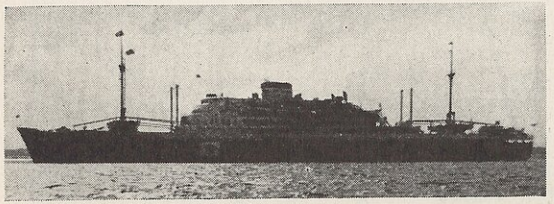
ARGENTINA MARU
BRAZIL MARU

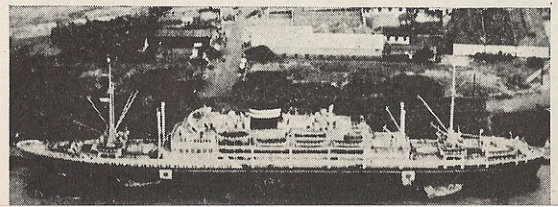
Tonnages:	
Gross: 12,752–5	D. W.: 8,200
Length:	
W. L. (B. P.): 516'	O. A.: 545
Beam: 69'	
Drafts:	
Loaded: 29'	Light:
Speed:	
Normal cruising: 13	Max: 22
Constructed:	
1939	Japan
Propulsion:	
Machinery:	Diesel
Screws: 2	B. H. P.: 16,500
	N. H. P.: 3,080
R. P. M.:	@ Knots:
Fuel: Oil	Capacity:
Radius:	

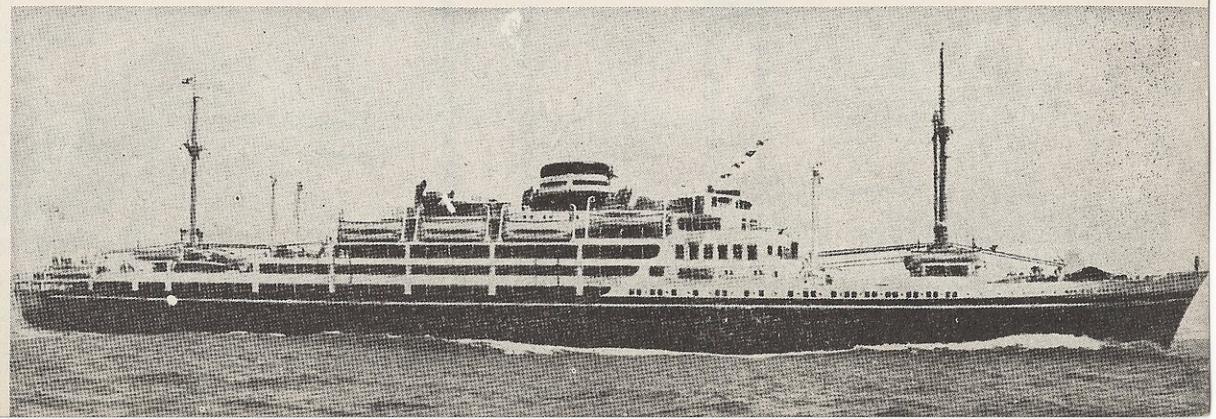
Potential naval value: ACVE, AP, ACL.
Remarks: Reported operating as an armed merchant cruiser.



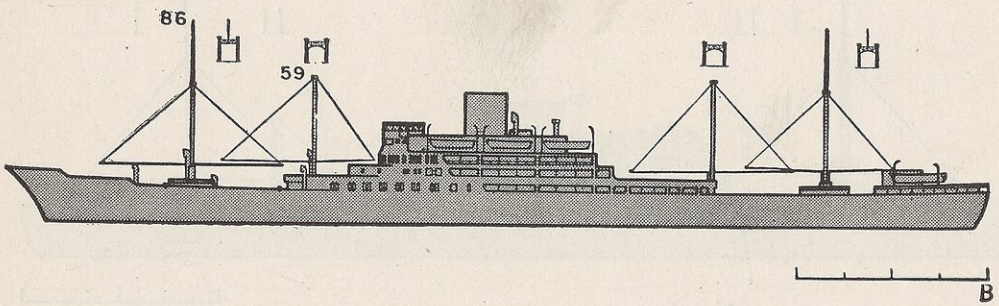
ALL PHOTOS ARGENTINA MARU







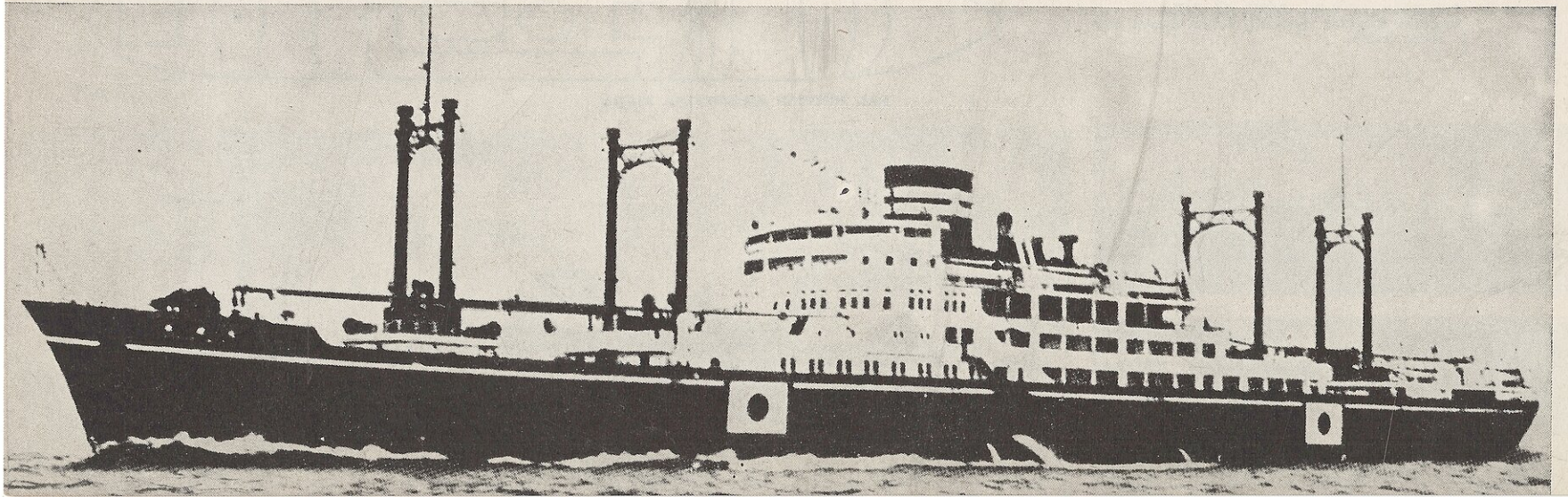
10 MKFKM



AIKOKU MARU
HOKOKU MARU
KOKOKU MARU

Tonnages:
Gross: 10,300–10,500 D. W.: 9,500–9,600
Length:
W. L. (B. P.): 498' O. A.: 527'
Beam: 66'
Drafts:
Loaded: 29' Light:
Speed:
Normal cruising: 17 Max.: 21
Constructed:
1939–41 Japan
Propulsion:
Machinery: Diesel
Screws: 2 N. H. P.: 2,490
R. P. M.: @ Knots:
Fuel: Oil Capacity:
Radius:
Potential naval value: AP, ACL. Believed operating as ACLs.
Remarks: Believed armed with two 6" and four 3" guns and two planes. KOKOKU MARU may be approximately 40' longer. KOKOKU MARU may be GOKOKU MARU and both kingposts may be removed.

▼ **HOKOKU MARU**

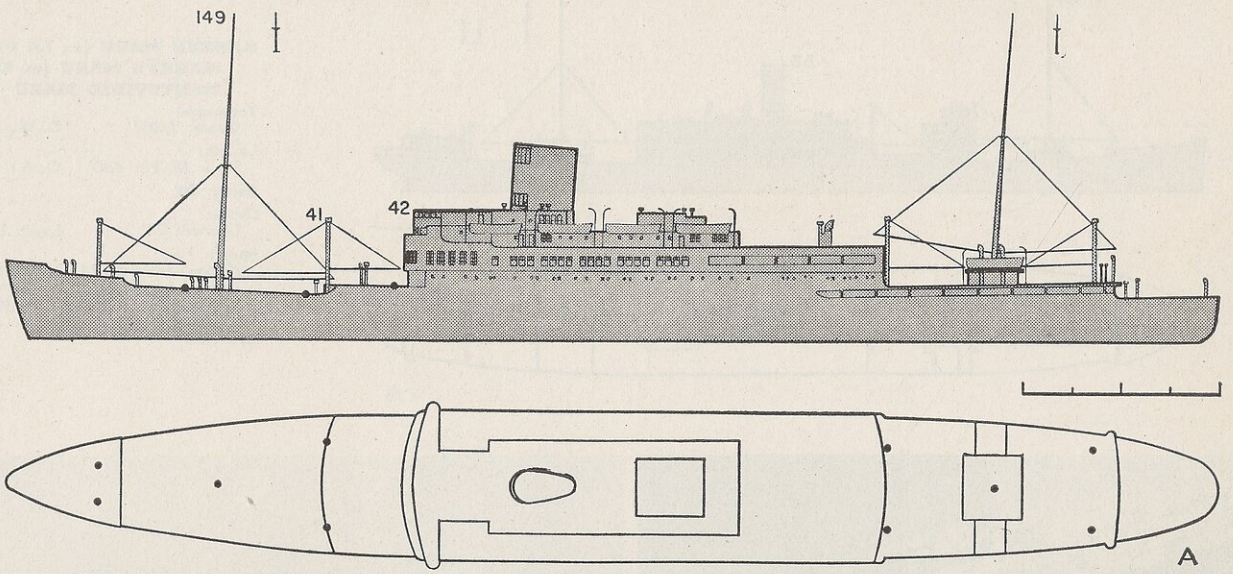


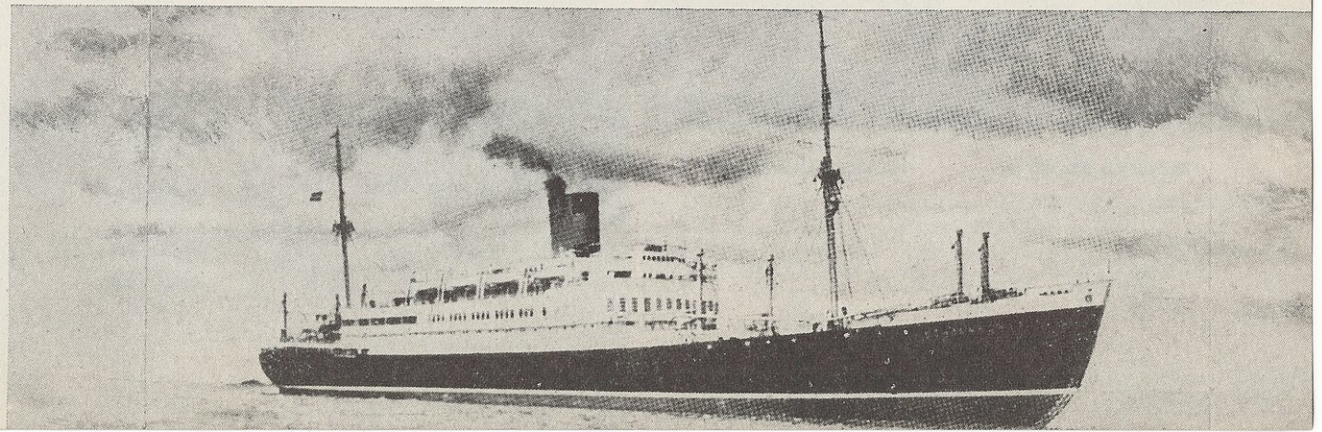
SCHARNHORST

Tonnages:
Gross: 18,184 D. W.: 105
Length:
W. L. (B. P.): 626 O. A.:
Beam: 74
Drafts:
Loaded: 29 Light:
Speed:
Normal cruising: 20 Max.: 23
Constructed:
1935 Germany
Propulsion:
Machinery: Turbo-Electric
Screws: 2 S. H. P.: 26,000
R. P. M.: @ Knots:
Fuel: Oil Capacity: 3,200 tons
Radius:

Potential naval value, AP, CVE, AS, AD.

Remarks: German vessel in Far East and believed now to be operated by Japanese.





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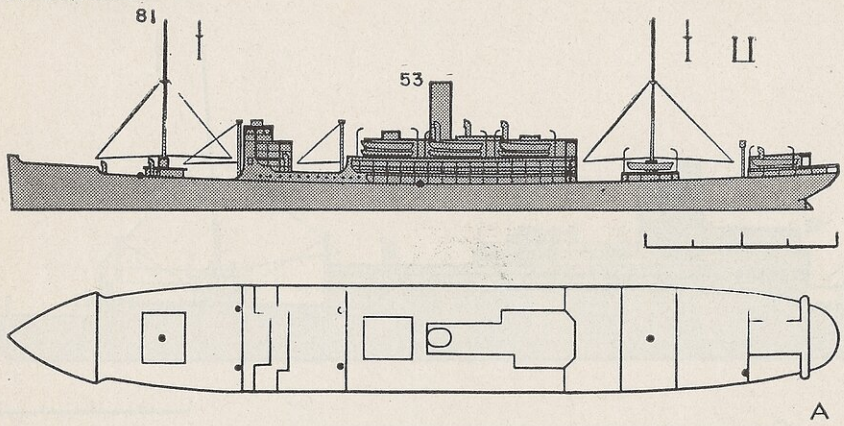


KANZYU MARU (ex LA PLATA MARU)
MANZYU MARU (ex SANTOS MARU)
MONTEVIDEO MARU

Tonnages:
Gross: 7,267 D. W.: 7,300

Length:
W. L. (B. P.): 430′ O. A.: 449′

Beam: 56′

Drafts:
Loaded: 25′ Light: 11′ 3″

Speed:
Normal cruising: 14 Max: 16.4

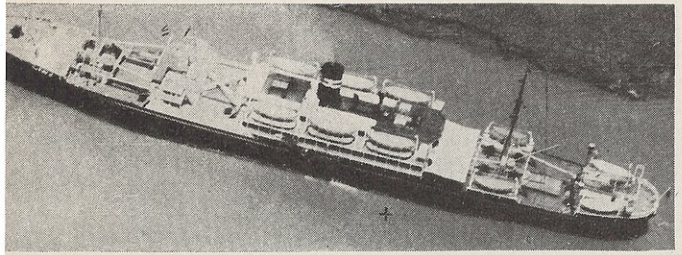
Potential naval value: AP, ACL or other auxiliaries. MANZYU MARU operating as AS.

Remarks:

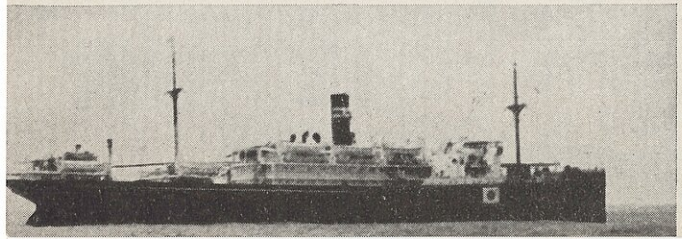
Constructed:
1926 Japan

Propulsion:
Machinery: Diesel
Screws: 2 N. H. P.: 1,164
R. P. M.: @ Knots:
Fuel: Oil Capacity: 2,087 including deep tanks

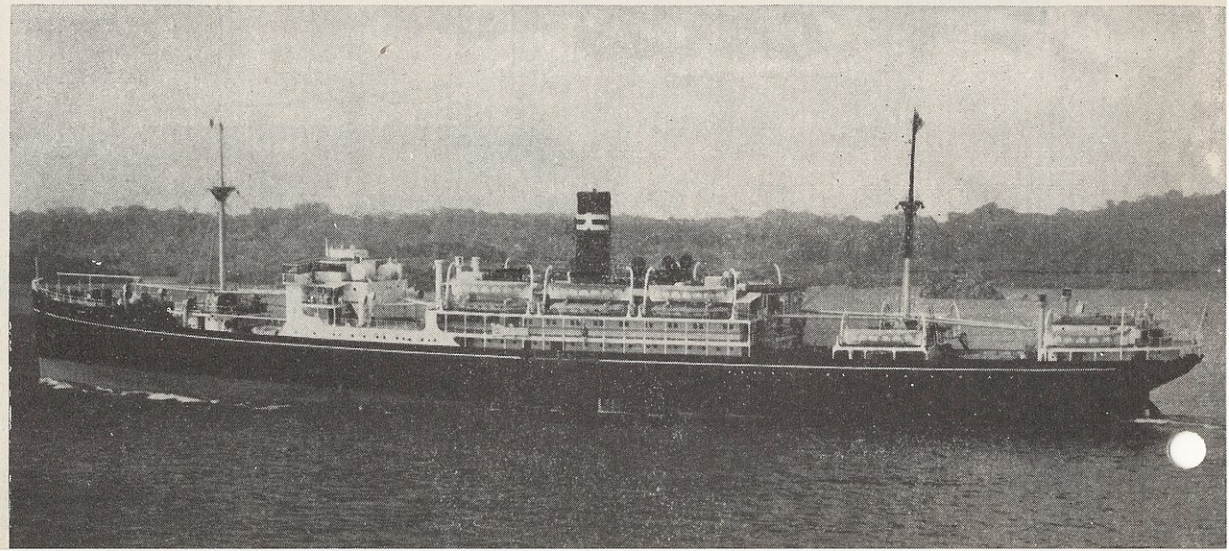
Radius:



MANZYU MARU ▲



MONTEVIDEO MARU ▼ ▶

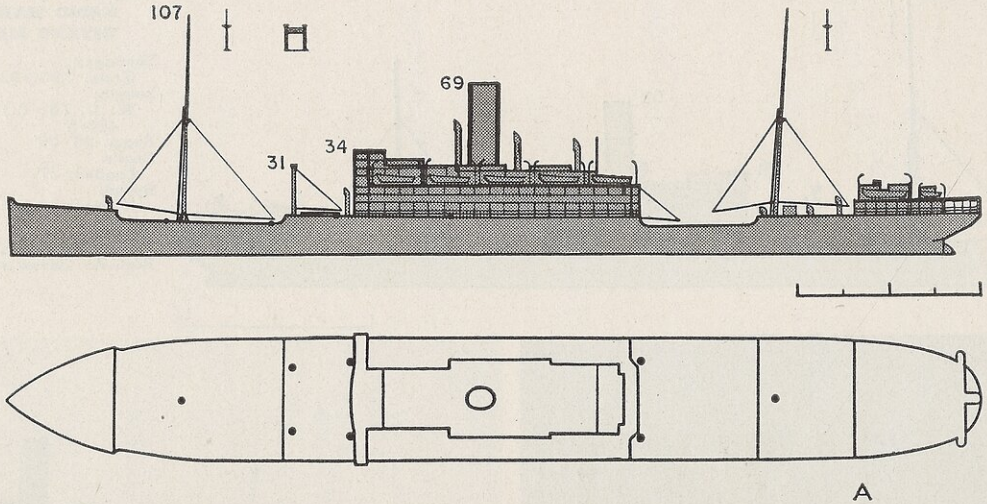


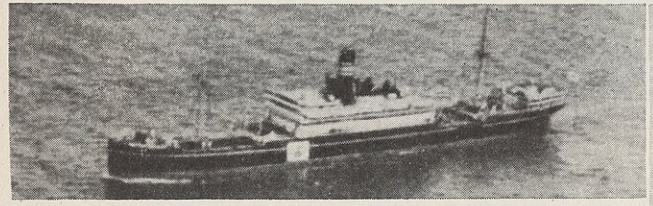
HUSIMI MARU
SUWA MARU

Tonnages:
Gross: 10,672–936 D. W.: 12,700
Length:
W. L. (B. P.): 505′ O. A.:
Beam: 63′
Drafts:
Loaded: 29′ Light: 13′
Speed:
Normal cruising: 14 Max.: 16½
Constructed:
1914 Japan
Propulsion:
Machinery: Reciprocating
Screws: 2 N. H. P.: 1,337
I. H. P.: 10,958
R. P. M.: 88 @ Knots: 16½
Fuel: Coal Capacity: 4,000 tons
Radius: 10,000 miles at 14 knots.

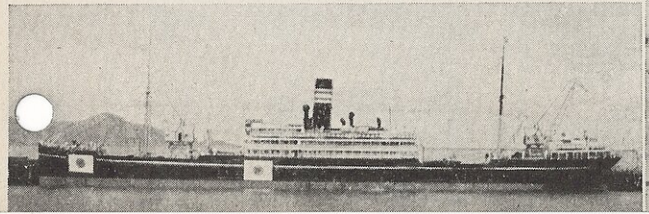
Potential naval value: AP and possibly AS.

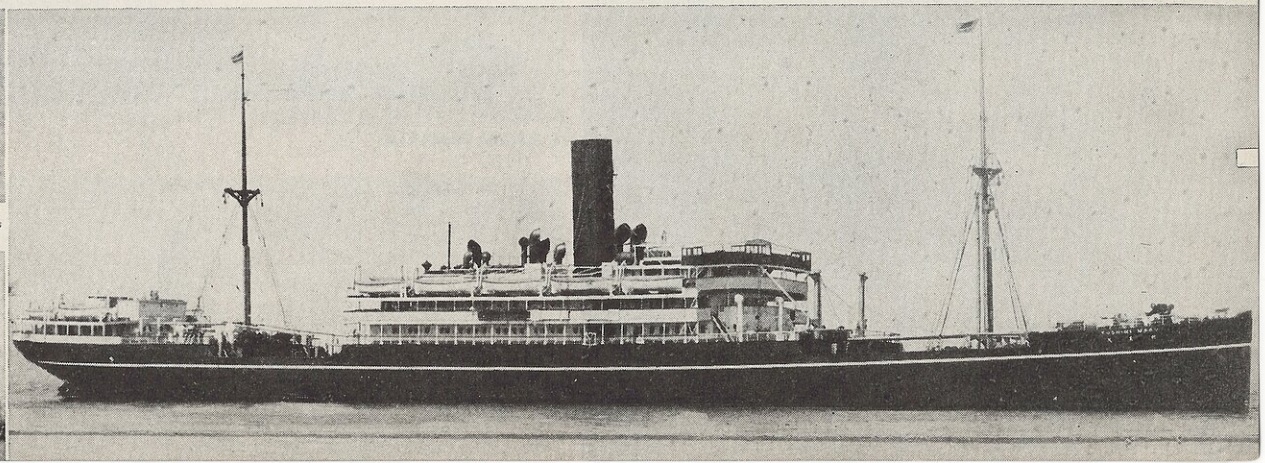
Remarks: These ships similar to KASIMA MARU and KATORI MARU which do not have king-posts forward of bridge.





▲ SUWA MARU ▼ HUSIMI MARU ▶





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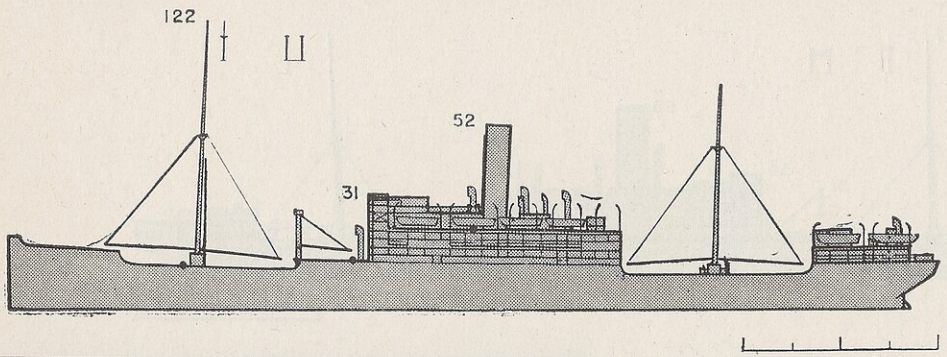
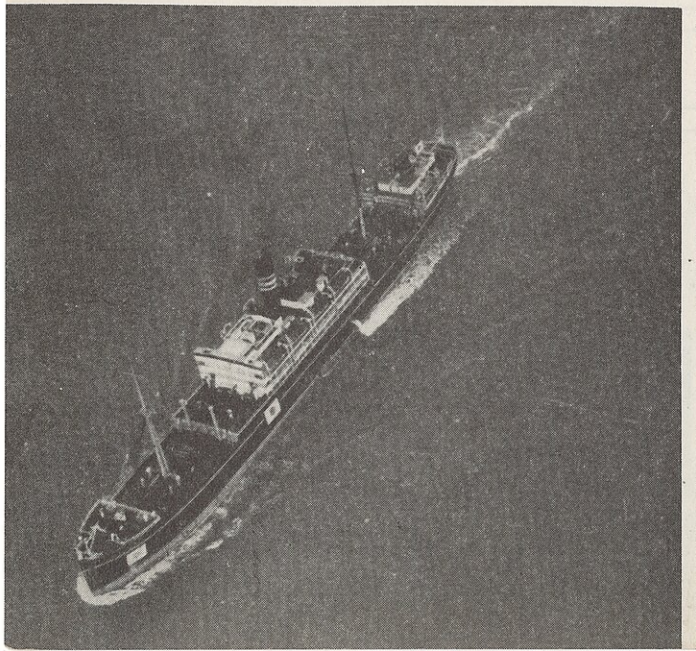
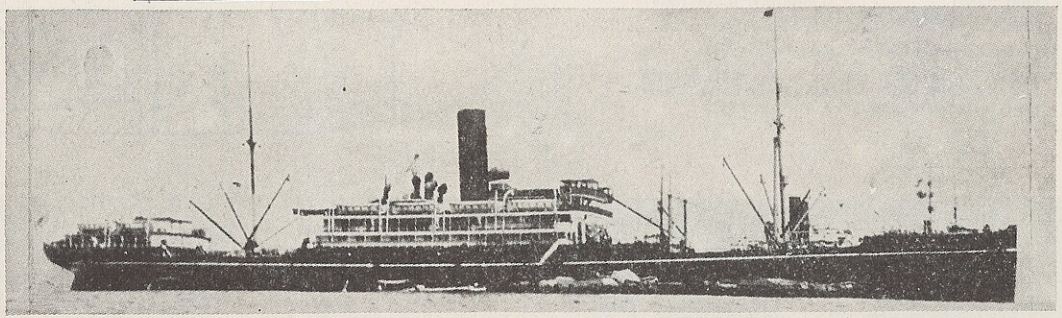


ATUTA MARU
KAMO MARU
KITANO MARU

Tonnages:		Constructed:	
Gross: 7,952–83	D. W.: 9,300–400	1908–09	Japan
Length:		Propulsion:	
W. L. (B. P.): 460–5′	O. A.: 474′	Machinery:	Reciprocating
		Screws: 2	N. H. P. 973
Beam: 55′–56′			I. H. P.: 8,941
Drafts:		R. P. M.: 91	@ Knots: 16
Loaded: 27′	Light: 13′	R P. M.: 97	@ Knots: 17
Speed:		Fuel: Coal	Capacity: 3,200
Normal cruising: 14	Max.: 16–17	Radius: 12,000 at 14 knots.	

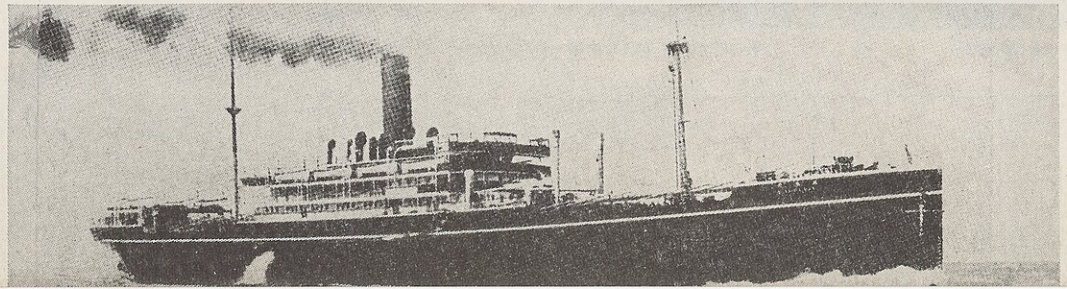
Potential naval value: AP, AK
Remarks: Seven watertight bulkheads.





◀ KAMO MARU ▲

ATUTA MARU ▼



ONI 208-J RESTRICTED

DIVISION OF NAVAL INTELLIGENCE—IDENTIFICATION AND CHARACTERISTICS SECTION

RAKUYO MARU

Tonnages:
Gross: 9,419 D. W.: 12,600

Length:
W. L. (B. P.): 460′ O. A.: 477′

Beam: 60′

Drafts:
Loaded: 31′ Light: 12′

Speed:
Normal cruising: 11½ Max: 15

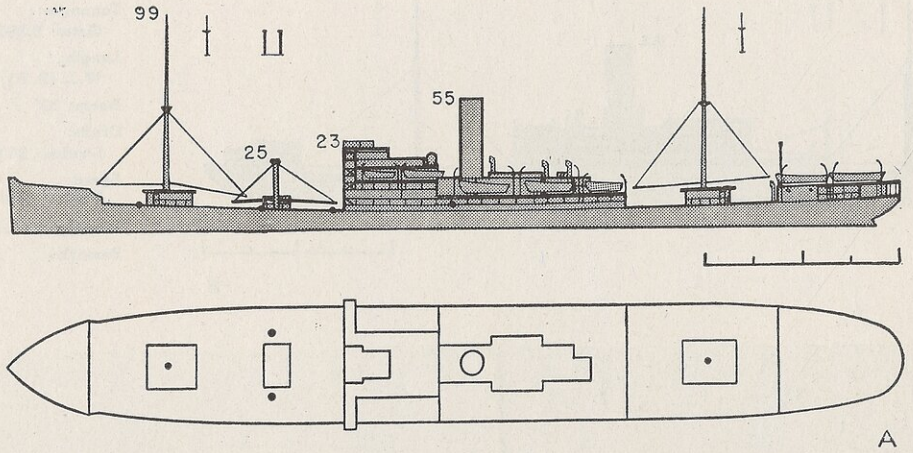
Constructed:
1921 Japan

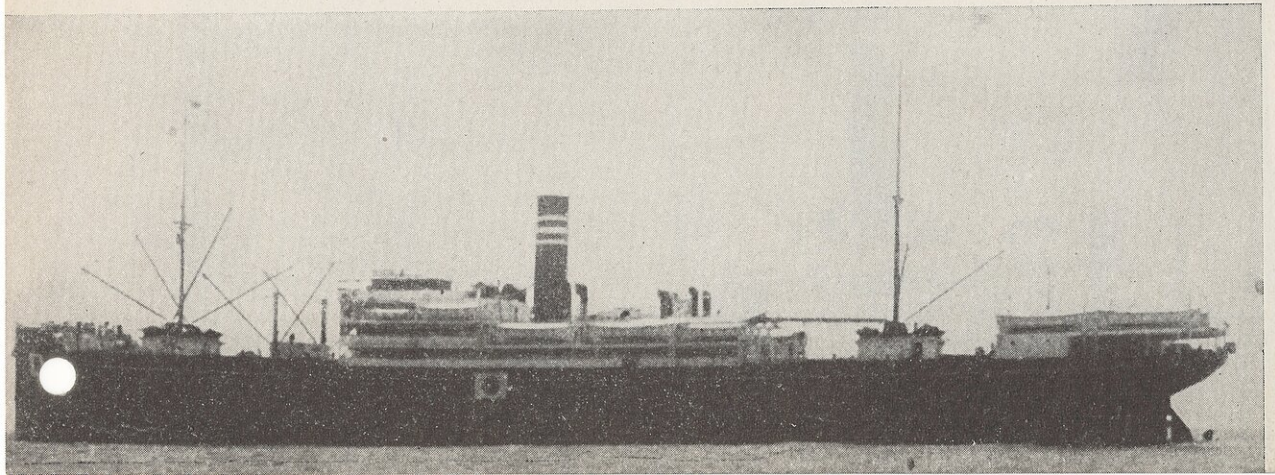
Propulsion:
Machinery: Steam turbines
Screws: 2 N. H. P.: 1,153
I. H. P. 7,495
R. P. M.: 103 @ Knots: 15½ (trials)
Fuel: Coal and oil Capacity: 950 tons of coal, 1,500 tons of oil

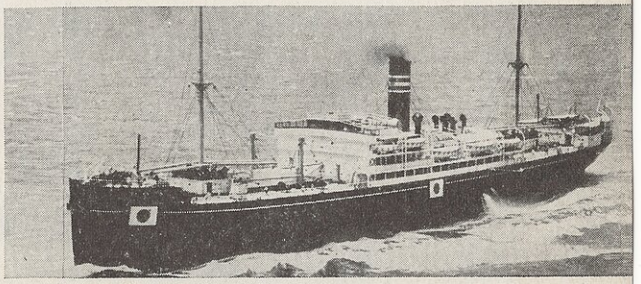
Radius: 12,000 (approximate) at 11½ knots.

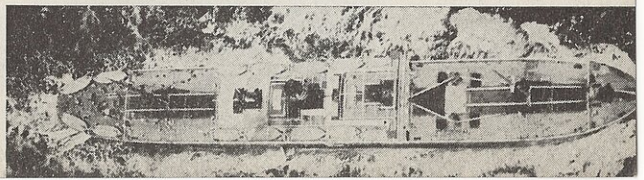
Potential naval value: AP, AK.

Remarks:









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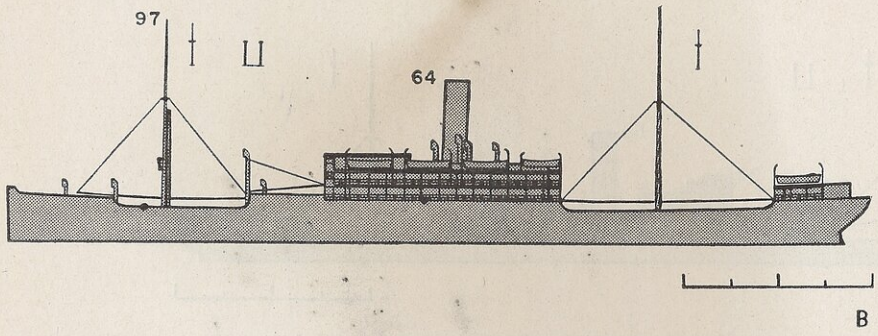


TANGO MARU

Tonnages:
Gross: 6,893 D. W.: 8,300

Length:
W. L. (B. P.): 446' O. A.:

Beam: 52'

Drafts:
Loaded: 26'6" Light: 10'

Speed:
Normal cruising: 11 Max: 14

Potential naval value: AP, AK

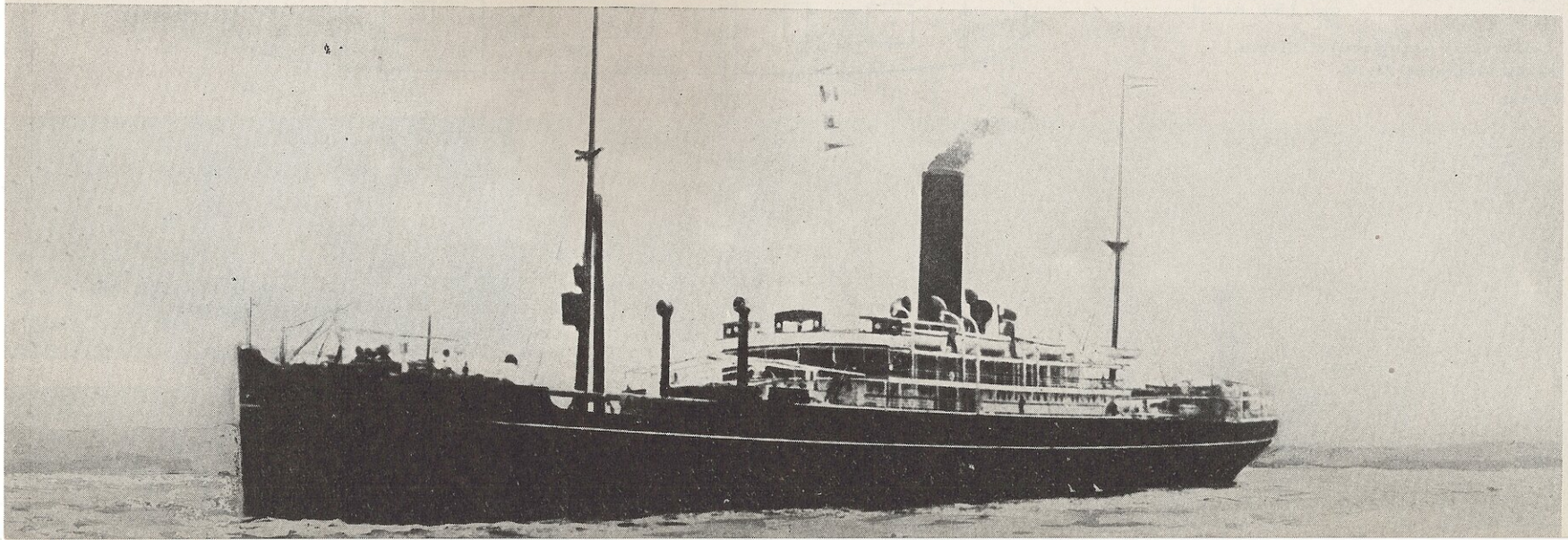
Remarks:

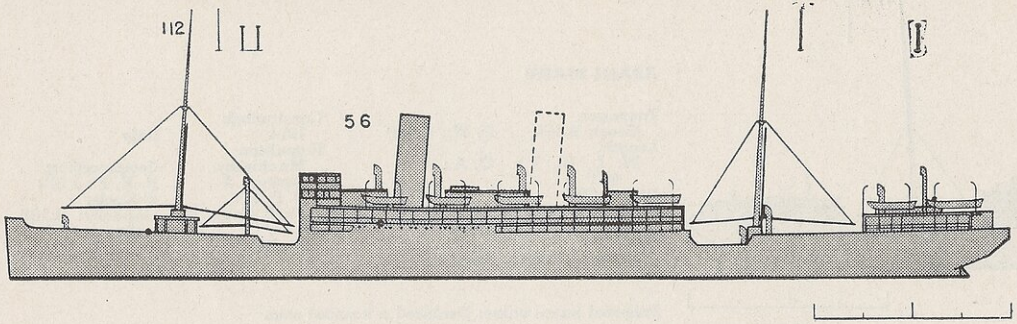
Constructed:
1905 Japan

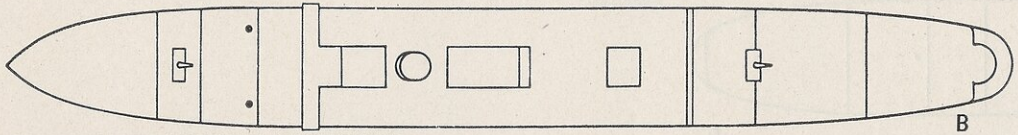
Propulsion:
Machinery: Reciprocating
Screws: 2 N. H. P.: 789
I. H. P.: 6,424

R. P. M.: 96 @ Knots: 15 (trials)
Fuel: Coal Capacity: 2,361 tons

Radius: 12,000 miles at 11 knots.







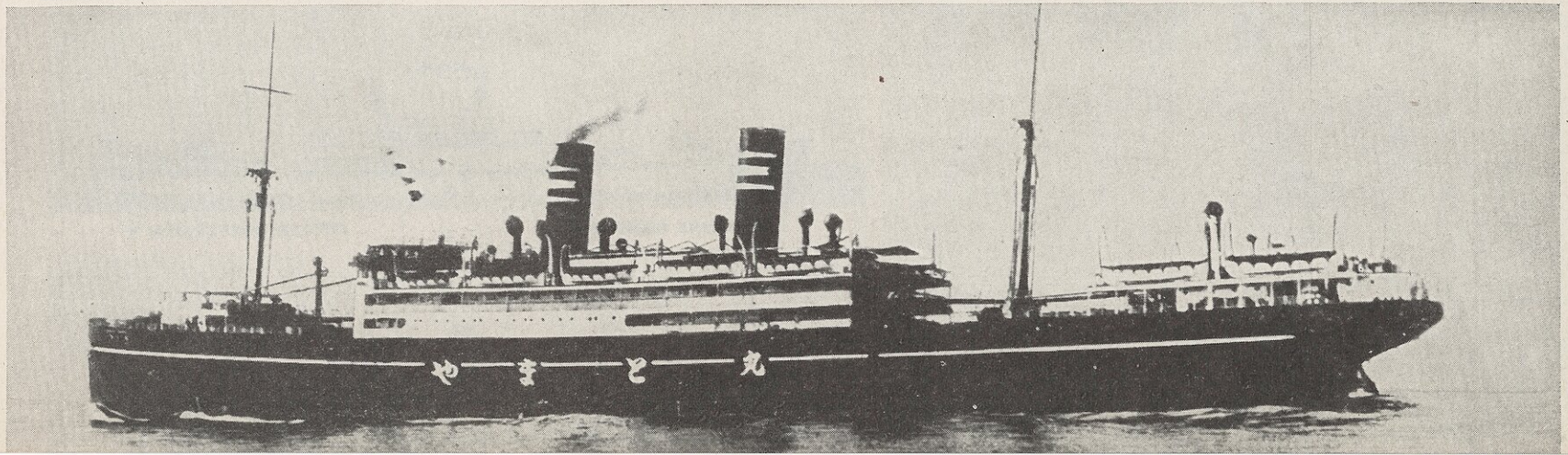
YAMATO MARU

Tonnages:		Constructed:	
Gross: 9,656	D. W.: 5,800	1915	Italy
Length:		Propulsion:	
W. L. (B. P.): 505′	O. A.:	Machinery:	Reciprocating
Beam: 60′		Screws: 2	N. H. P.: 1,512
Drafts:		R. P. M.:	@ Knots:
Loaded: 27′	Light:	Fuel: Coal	Capacity: 1,270 tons
Speed:			
Normal cruising: 15	Max.: 18	Radius:	

Potential naval value: AP.

Remarks: At start of war vessel had two funnels, but it has been reported the after funnel has been removed. Is very similar to the hospital ship ASAHI MARU which also has had its after funnel removed.

YAMATO MARU BEFORE CONVERSION



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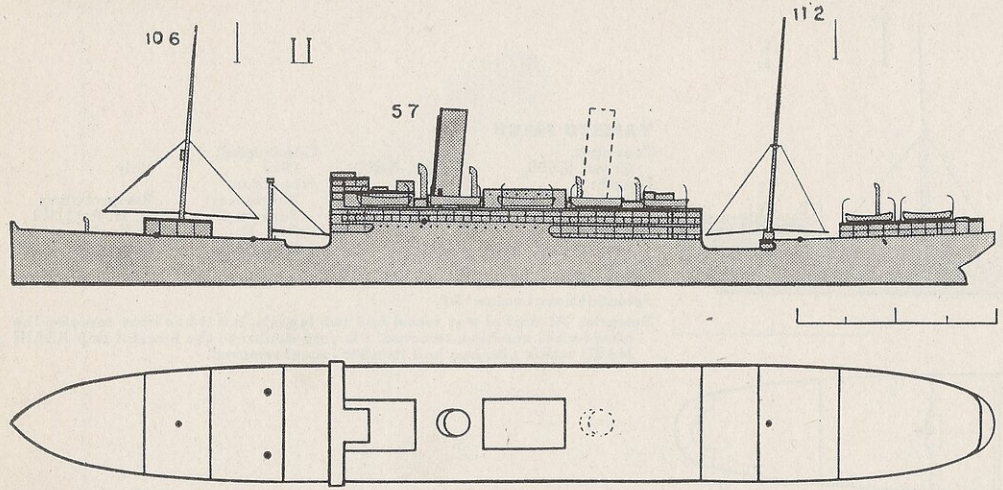


ASAHI MARU

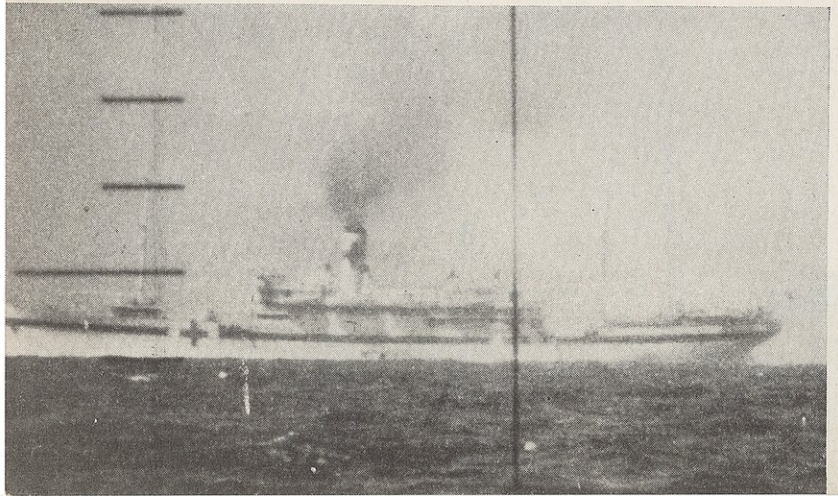
Tonnages:
Gross: 9,326 D. W.: 5,800
Length:
W. L. (B. P.): O. A.: 483'
Beam: 60'
Drafts:
Loaded: 27' Light:
Speed:
Normal cruising: Max: 18
15

Constructed:
1914 Italy
Propulsion:
Machinery: Reciprocating
Screws: 2 N. H. P.: 1,512
R. P. M.: @ Knots:
Fuel: Coal Capacity: 1,185 tons
Radius:

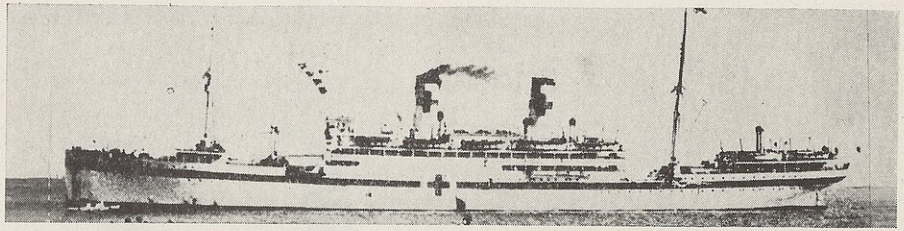
Potential naval value: Declared a hospital ship.

Remarks:

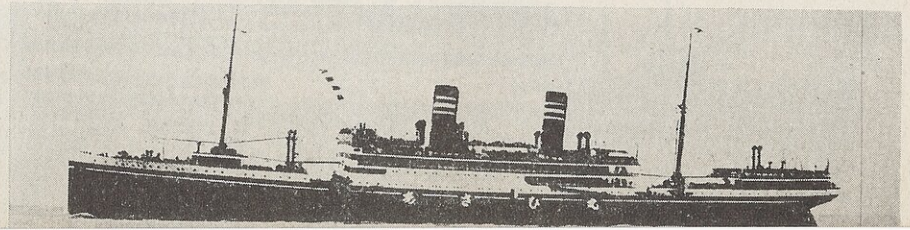
IN 1943 ▼



IN CHINA CAMPAIGN ▲



BEFORE CONVERSION ▼



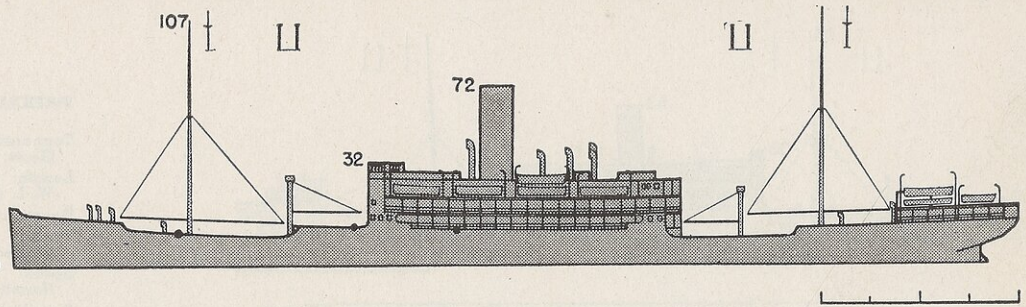
DIVISION OF NAVAL INTELLIGENCE—IDENTIFICATION AND CHARACTERISTICS SECTION

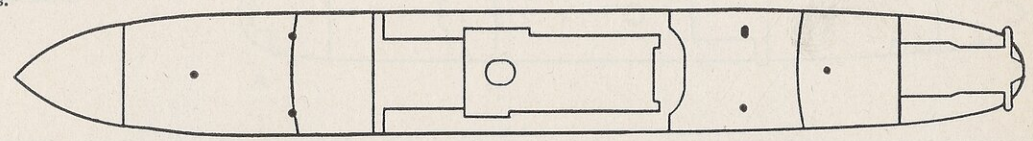
HAKONE MARU
HAKOZAKI MARU, HAKUSAN MARU, HARUNA MARU

Tonnages:		Constructed:	
Gross: 10,380–10,421	D. W.: 11,500	1921–23	Japan
Length:		Propulsion:	
W. L. (B. P.): 495′	O. A.: 515′	Machinery:	Steam turbines
Beam: 62′		Screws: 2	N. H. P.: 1,510
Drafts:			I. H. P.: 9,600
Loaded: 29′	Light: 13′	R. P. M.: 88	@ Knots: 16½
Speed:		Fuel: Coal	Capacity: 2,100
Normal cruising: 14½	Max.: 16½	Radius: 10,000 miles at 14½ knots	

Potential naval value: AP, AK.

Remarks: Originally strengthened for gun mounts. Nine watertight bulkheads.





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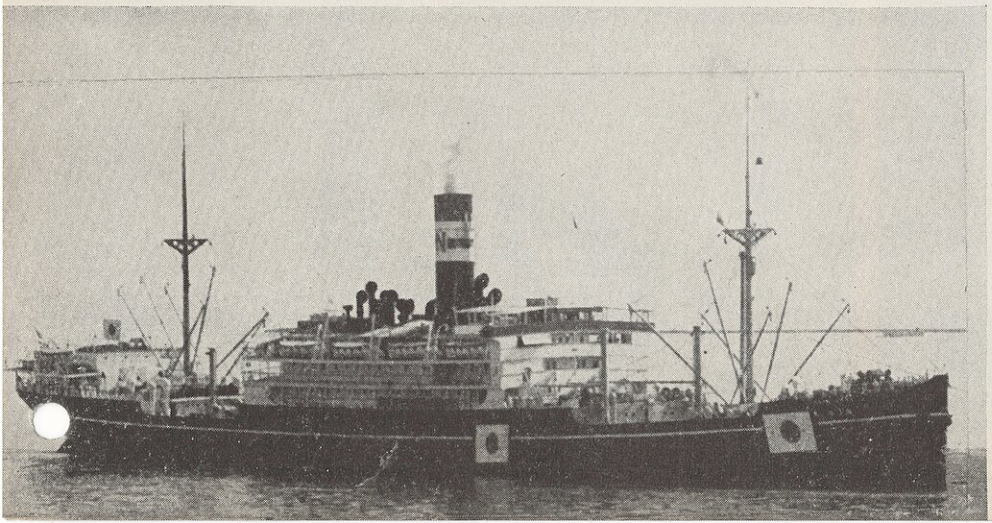

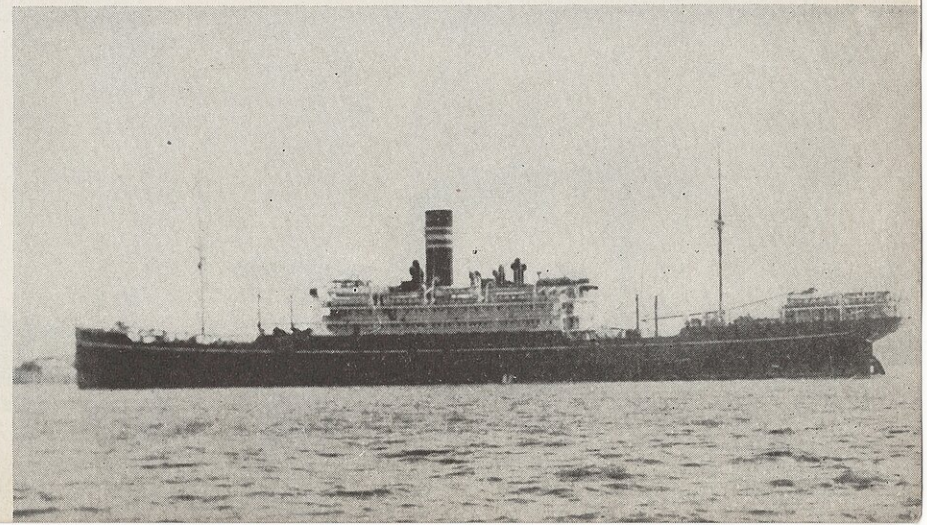

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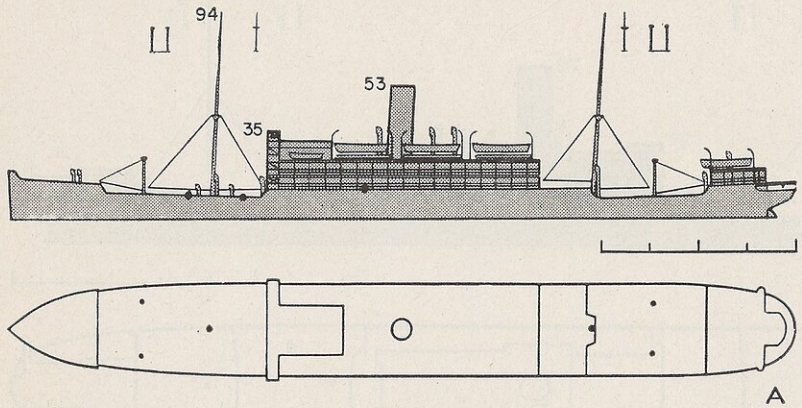
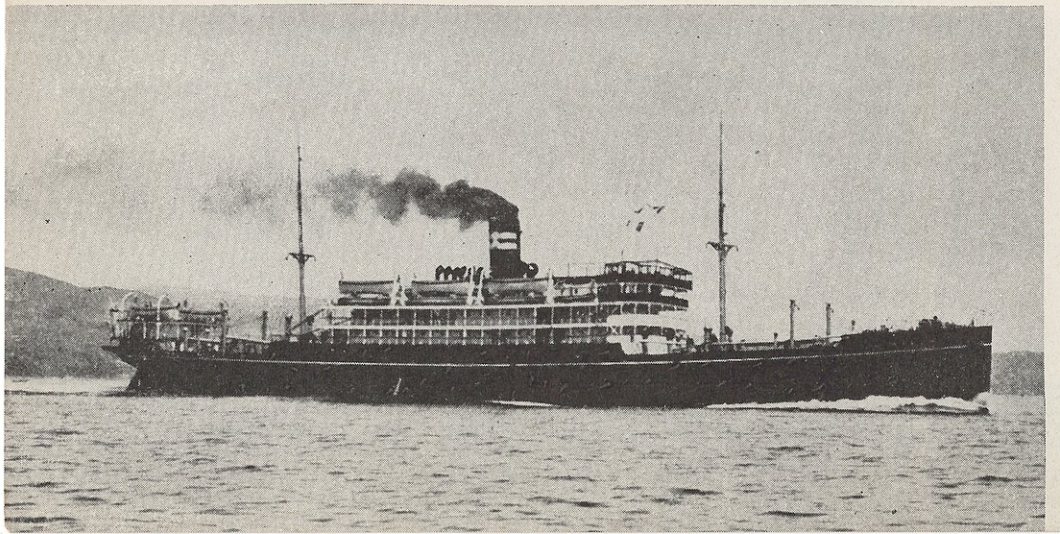


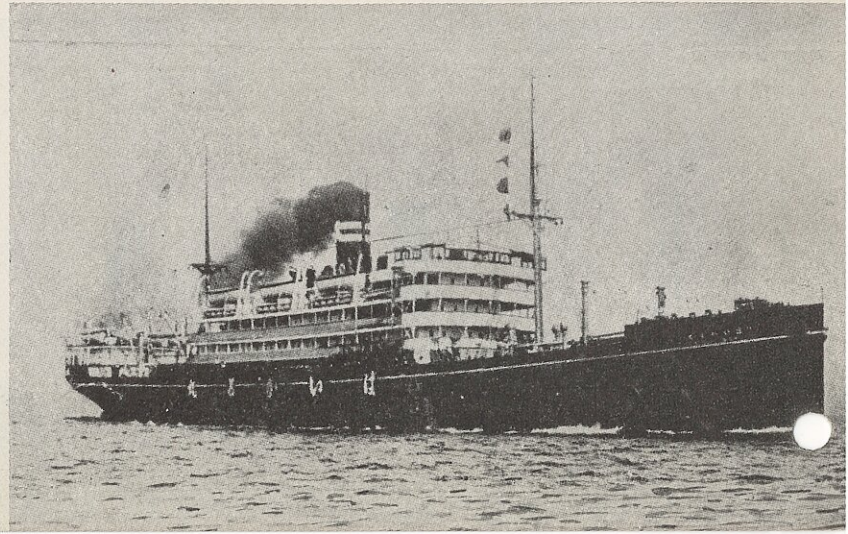
BAIKAL MARU

Tonnages: Gross: 5,266	D. W.: 4,800	Constructed: 1921	Japan
Length: W. L. (B. P.): 400′	O. A.:	Propulsion: Machinery:	Steam turbines
Beam: 50′		Screws: 2	N. H. P.: 1,009
Drafts: Loaded: 23′	Light:	R. P. M.: Fuel: Coal	@ Knots: Capacity: 1,150 tons
Speed: Normal cruising: 15	Max.: 17	Radius:	

Potential naval value: Declared a hospital ship.

Remarks:





ONI 208-J RESTRICTED

DIVISION OF NAVAL INTELLIGENCE—IDENTIFICATION AND CHARACTERISTICS SECTION

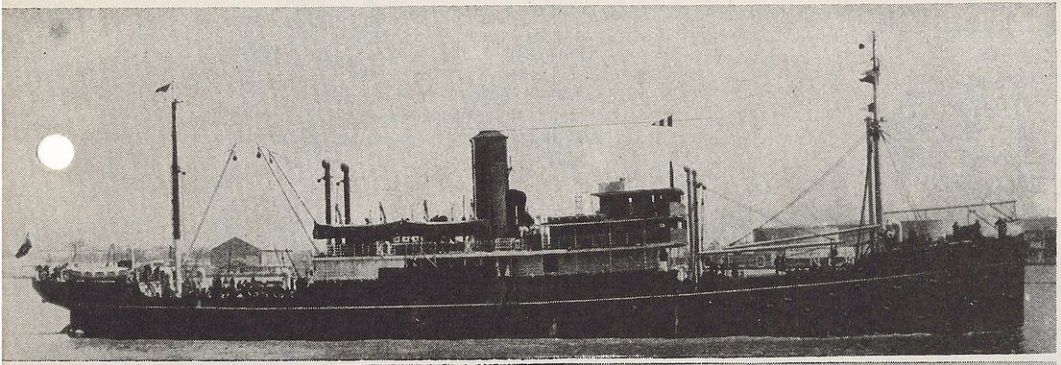
FAUSANG ▶

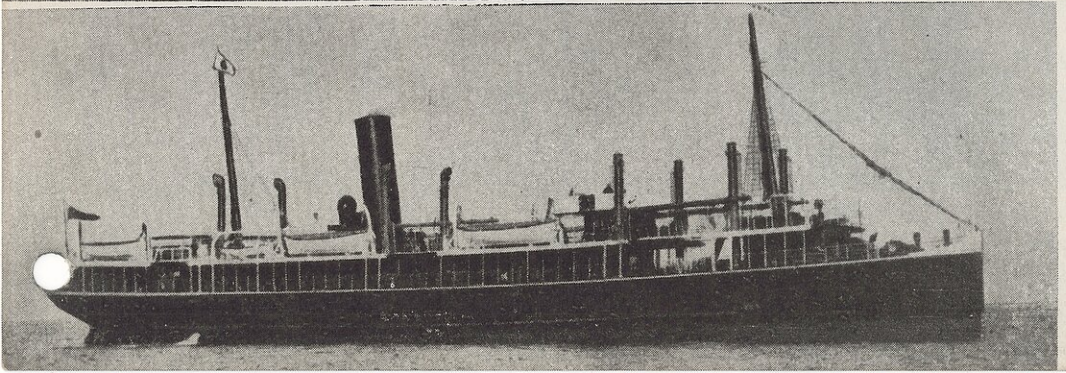
Tonnages:
Gross: 2,256 D. W.: 3,083
Length:
W. L. (B. P.): 285′ O. A.: 299′
Beam: 43′
Drafts:
Loaded: 20′ Light:
Speed:
Normal cruising: 11½ Max: 13

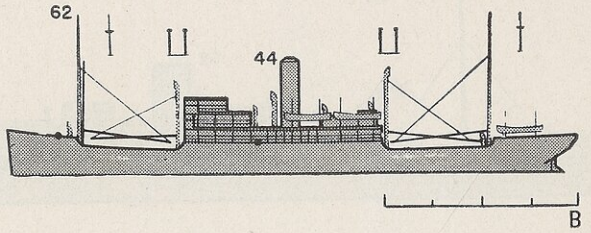
Constructed:
1921 Great Britain
Propulsion:
Machinery: Reciprocating
Screws: 1 H. P.:
R. P. M.: @ Knots:
Fuel: Coal Capacity:
Radius:

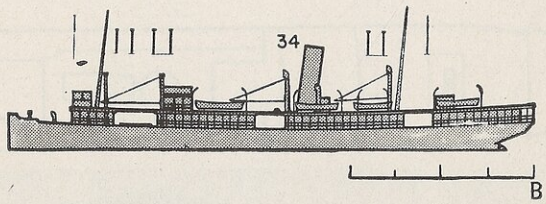
Potential naval value: AP, AK.
Remarks: Former British vessel salvaged and now being operated by Japanese.

FAUSANG ▼









ARIADNE MOLLER

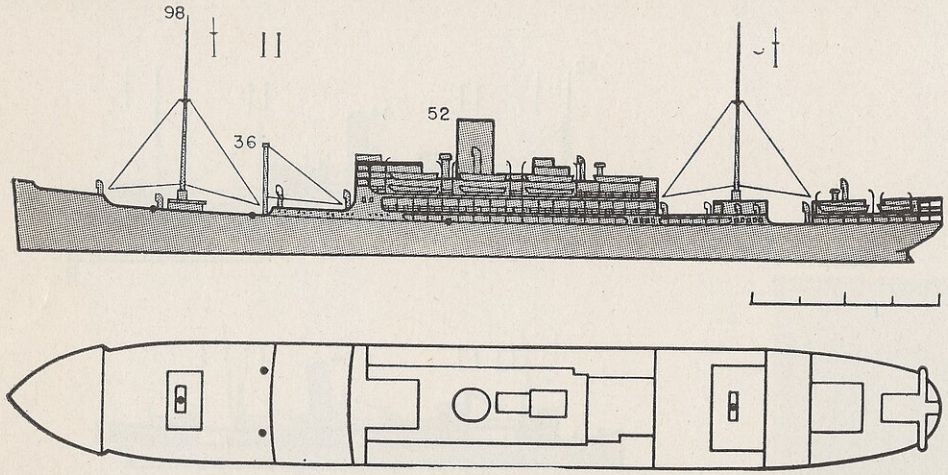
Tonnages:
Gross: 1,840 D. W.:
Length:
W. L. (B. P.): 255′ O. A.:
Beam: 40′
Drafts:
Loaded: Light:
Speed:
Normal cruising: 11½ Max: 12

Constructed:
1907 Great Britain
Propulsion:
Machinery: Reciprocating
Screws: 2 H. P.:
R. P. M.: @ Knots:
Fuel: Coal Capacity
Radius:

Potential naval value: APc
Remarks: This vessel at Hong Kong at outbreak of war. Has probably been salvaged and recommissioned.

◀ ARIADNE MOLLER

12 MKFM



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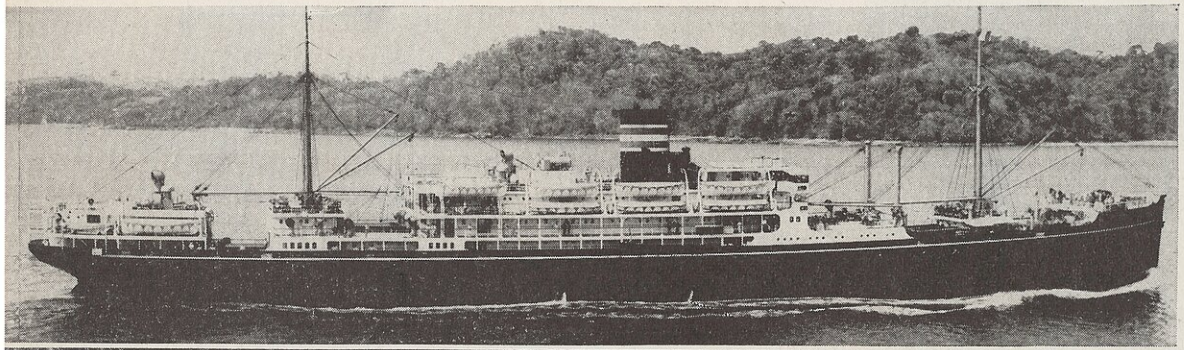
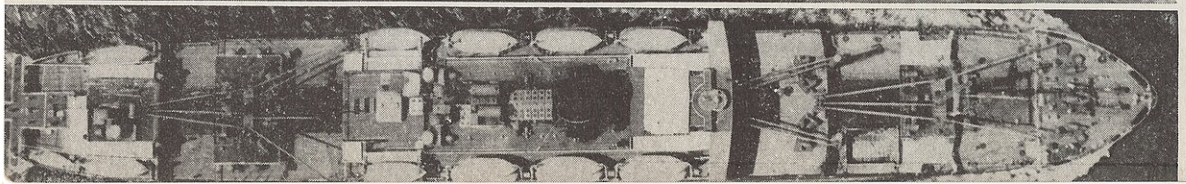
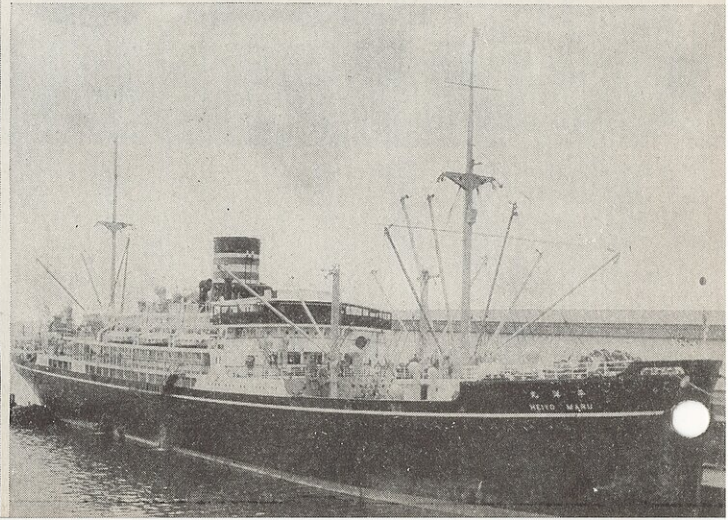






HEIYO MARU

Tonnages:
Gross: 9,815 D. W.: 9,600
Length:
W. L. (B. P.): 460′ O. A.: 482′
Beam: 60′
Drafts:
Loaded: 30′ Light: 14½′
Speed:
Normal cruising: 14 Max: 16½
Constructed:
1930 Japan
Propulsion:
Machinery: Diesel
Screws: 2 N. H. P.: 2,004
I. H. P.: 10,493
R. P. M.: 118 @ Knots: 16½
Fuel: Oil Capacity: 1,700 tons

Radius: 18,500 miles at 14 knots.

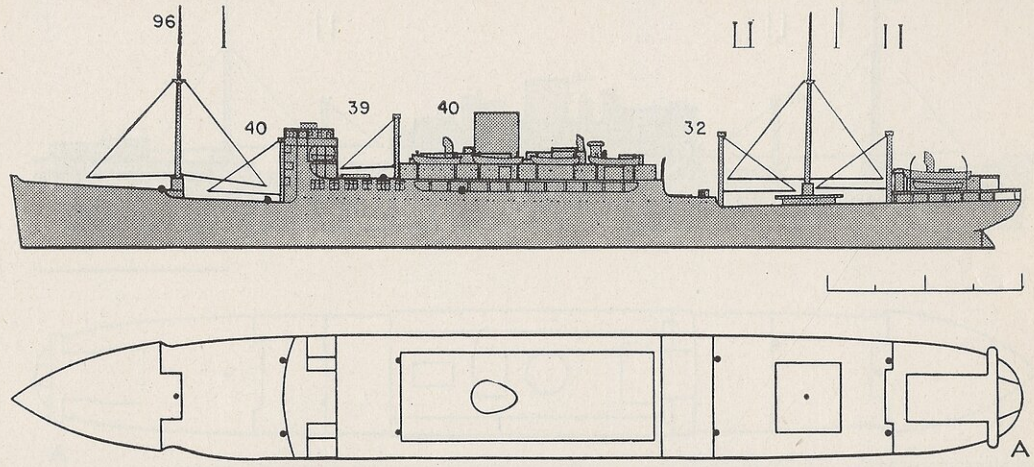
Potential naval value: AP.

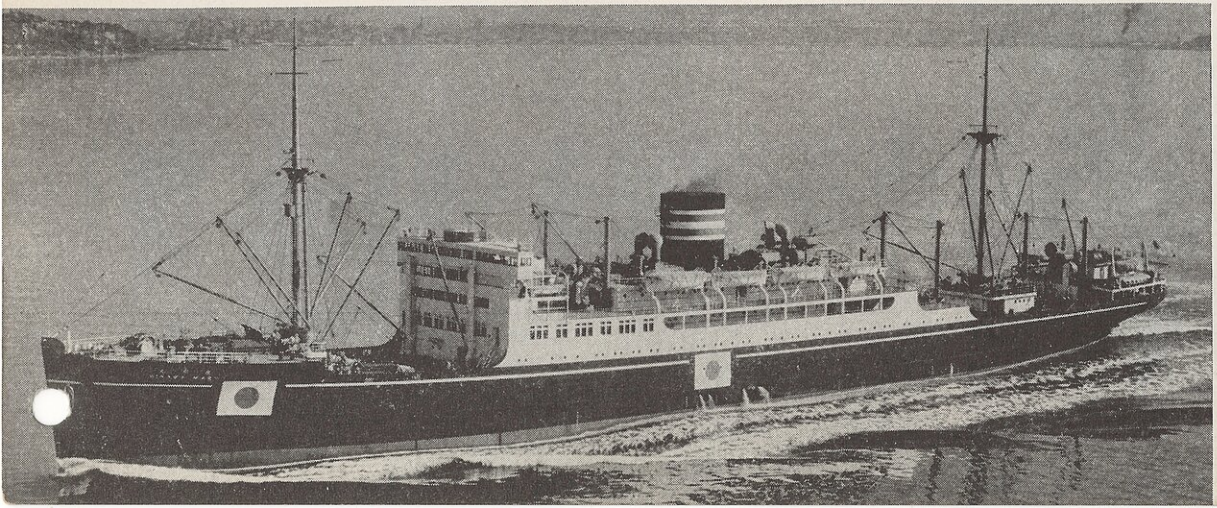
Remarks: Capable of mounting six 5.7″ guns.

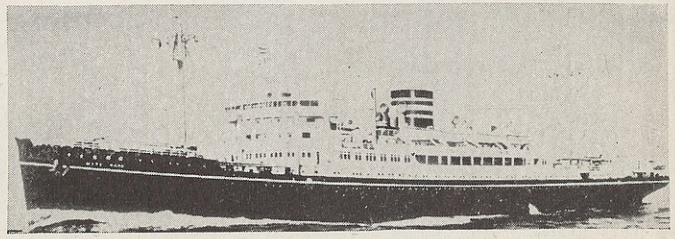
HEIAN MARU
HIE MARU, HIKAWA MARU

Tonnages:	
Gross: 11,600–21	D. W.: 10,200
Length:	
W. L. (B. P.): 512′	O. A.: 535′
Beam: 66′	
Drafts:	
Loaded: 30	Light: 16′17″
Speed:	
Normal cruising: 15	Max.: 18
Constructed:	
1930	Japan
Propulsion:	
Machinery:	Diesel
Screws: 2	N. H. P.: 2,187 I. H. P.: 18,300
R. P. M.: 104	@ Knots: 15
R. P. M.: 122	@ Knots: 18.3 (trials)
Fuel: Oil	Capacity: 2,600 tons including deep tanks

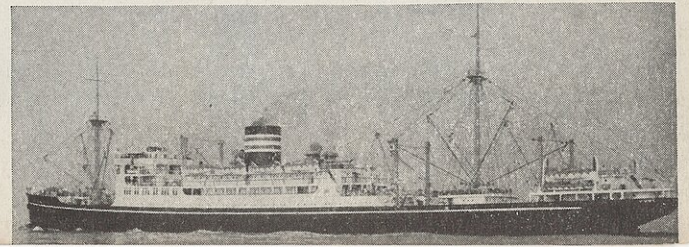
Radius: 18,700 miles at 15 knots
Potential naval value: AP, AH ACL, ACVE, AS. HEIAN MARU reported AS. HIKAWA MARU declared hospital ship.
Remarks: Nine watertight bulkheads. Strengthened to mount 6″ guns.



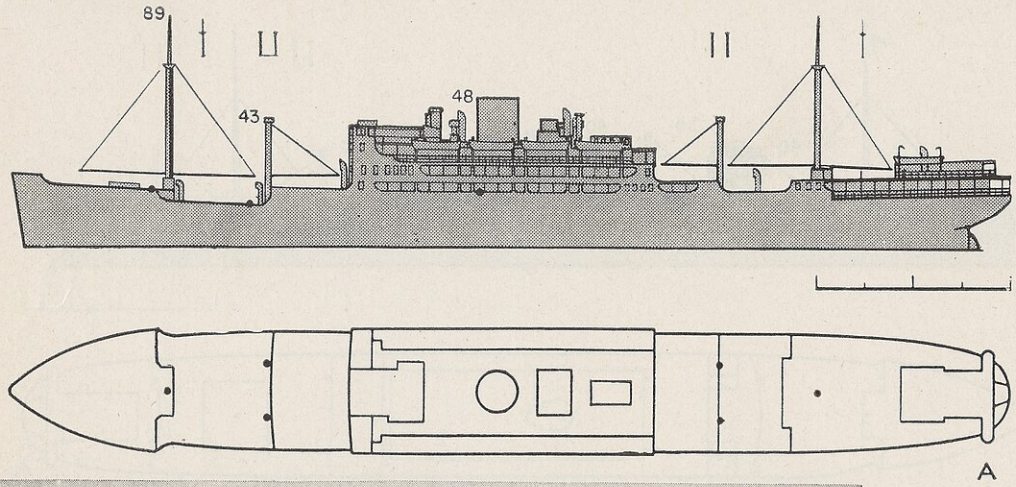




◀ HIKAWA MARU ▼ ▲ HEIAN MARU



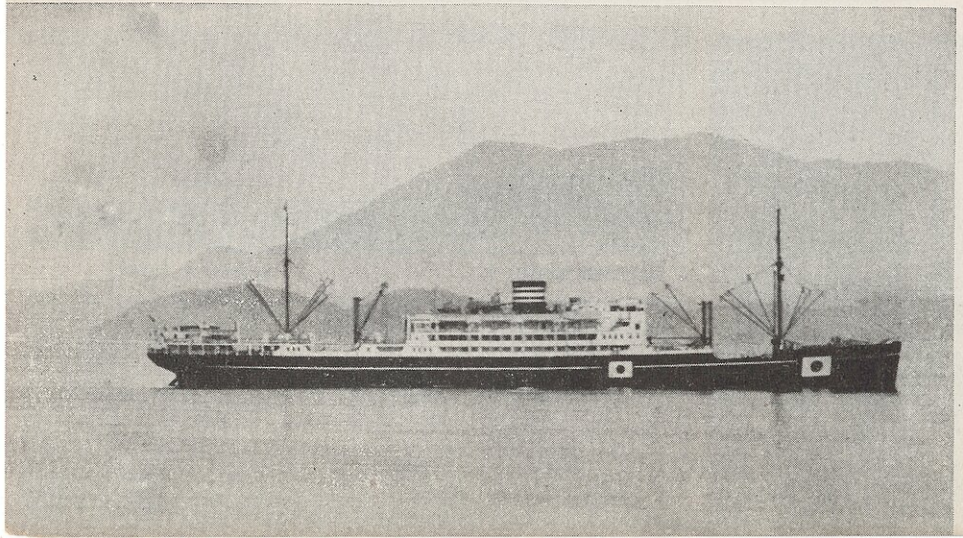
12 MKFKM

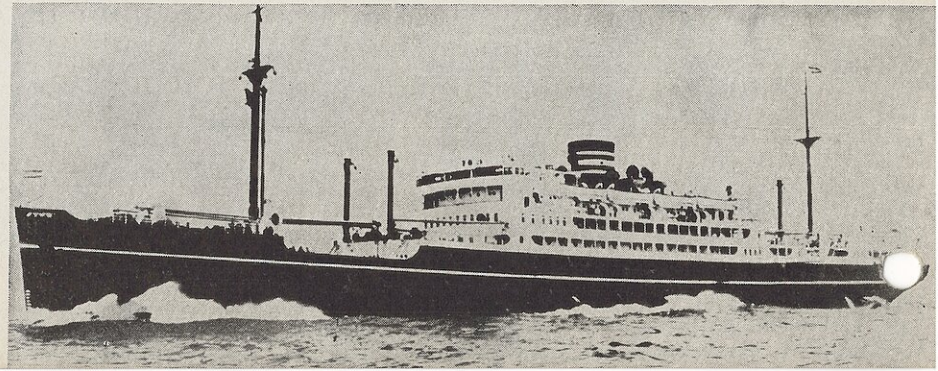


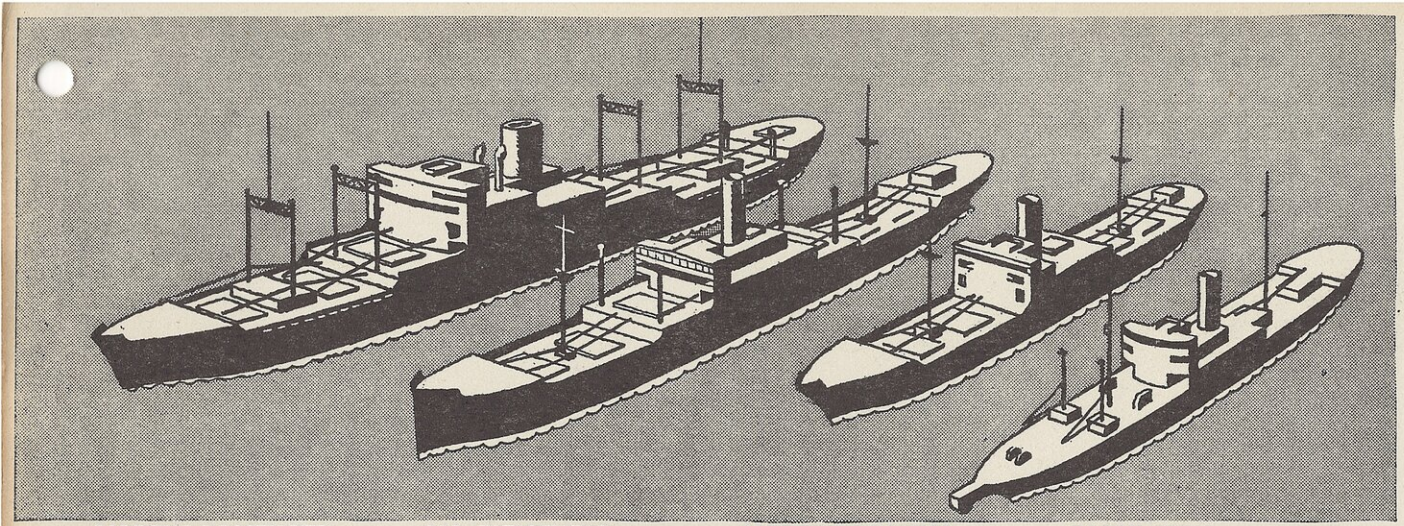
YASUKUNI MARU

Tonnages:		Constructed:	
Gross: 11,930	D. W.: 9,981	1930	Japan
Length:		Propulsion:	
W. L. (B. P.): 507′	O. A.: 531′	Machinery:	Diesel
Beam: 64′		Screws: 2	I. H. P.: 14,368
Drafts:		R. P. M.: 110	@ Knots: 18
Loaded: 29′	Light: 15′	Fuel: Oil	Capacity: 2,350 tons.
Speed:		Radius: 28,000 miles.	
Normal cruising: 16	Max: 18		

Potential naval value: AS. Reported operating as a submarine tender.
Remarks: Terukuni Maru, sister, sunk in European waters by mine early in war.







MODERN PASSENGER-CARGO VESSELS

A large group of fast, well-constructed ships, all ideal for naval auxiliary functions. They have been reported as seaplane carriers and tenders, raiders, attack transports, and cargo ships.

OLD FREIGHTERS

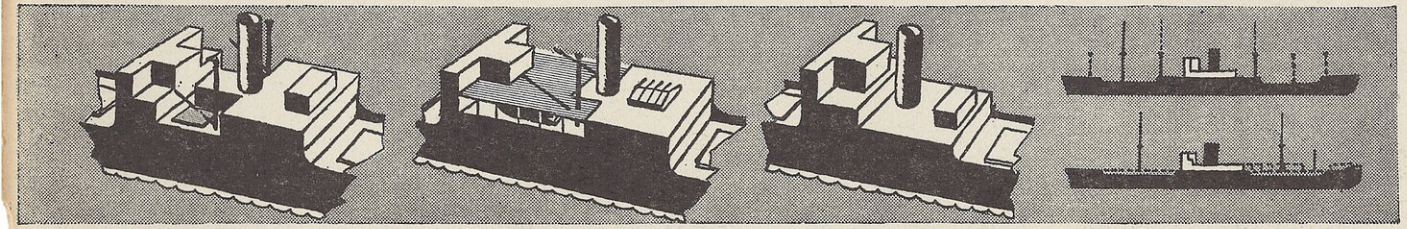
A small group. Most of these ships were built with split superstructures. They serve as regular freight carriers, and may sometimes be encountered as APs, AKs, or AHs.

MODERN COASTAL VESSELS

A common design for near-sea trading. They are now encountered in all sea lanes as fast AKs. Some have also been used as heavily-armed gunboats or minelayers.

CABLE SHIPS

Japan's few cable ships have been used principally for their designed purpose, but are potentially excellent minelayers or tenders.



Deck cargo or canvas frequently cause difficulty in differentiating between split and composite superstructures. Kingposts service the small coal bunkers of the composite type as well as the large athwartships hatch creating the "split," and therefore may not be taken as an indication of either type.

Some composite superstructures consist only of a navigating bridge and radio shack.

Wartime changes will often result in extensive rig and superstructure alterations. Deck cargo, as well, will make considerable difference in profile appearance.

COMPOSITE (BLOCK) SUPERSTRUCTURE

GROUP 2

TYPE		PAGES
	FLUSH	
13		63
14		63–70
	RAISED 1	
15		71–88
16		89–92
	RAISED 2	
17		
18		
	RAISED 1–2	
19		
20		92–95
	RAISED 1–3	
21		96
22		97–100
	RAISED 1–2–3	
23		101–108
24		126–165
	RAISED 1—LONG 2–3	
23A		109–125
24A		166–175
	RAISED 1–23	
25		176
26		177–182
	RAISED 12–3	
27		
28		

NAME	YEAR BUILT	GROSS TONNAGE	LENGTH	CODE	PAGE
TOYO MARU	37	3,719	335	13 KMFM	63
DAIBOSI MARU #6	02	3,925	361	14 MFM	64
NANYO MARU	23	3,610	345	14 MFM	63
HUKUURA MARU	94	3,177	325	14 MFM	
WOOSUNG	23	3,113	320	14 MFM	64
WENCHOW	23	3,113	320	14 MFM	64
CAMPHUIJS	03	2,380	315	14 MFM	65
HAKUAI MARU	98	2,615	312	14 MFM	65
GOUVERNEUR GENERAL PASQUIER	06	1,994	296	14 MFM	65
KYODO MARU #13	96	1,999	285	14 MFM	66
KAIRYU MARU	99	2,097	269	14 MFM	66
TRANNINH	28	1,463	266	14 MFM	66
DAIHO MARU #3	06	1,868	251	14 MFM	66
HANASAKI MARU	05	1,464	235	14 MFM	67
OSUMI MARU	06	1,284	235	14 MFM	67
ZINDAI MARU	75	1,095	228	14 MFM	
TENYU MARU	02	1,119	199	14 MFM	67
ANYO MARU	13	9,257	460	14 MKFM	68
YOKOHAMA MARU	12	6,143	400	14 MKFM	68
OGASAWARA MARU	06	1,403	243	14 KMFM	69
TEIYO MARU	24	6,870	449	14 MFKMK	69
TAMON MARU	19	8,157	445	14 MKFKM	70
BIHUKU MARU	99	2,558	312	14 KMFMK	70
RAMB II	37	3,685	383	15 MFM	71
KAMIKAWA MARU	37	6,853	479	15 MMFM	73
KINUGASA MARU	36	8,407	456	15 MMFM	76
MANKO MARU	35	4,472	364	15 MKFM	71
SENKO MARU	35	4,472	364	15 MKFM	71
KAGA MARU	41	9,310	482	15 MKFKM	72
KINKA MARU	37	9,305	482	15 MKFKM	72
KINRYU MARU	38	9,310	482	15 MKFKM	72
HIROKAWA MARU	40	6,872	480	15 MKFKM	73
KIMIKAWA MARU	37	6,863	480	15 MKFKM	73
KUNIKAWA MARU	37	6,863	480	15 MKFKM	73
KIYOKAWA MARU	37	6,863	479	15 MKFKM	73

NAME	YEAR BUILT	GROSS TONNAGE	LENGTH	CODE	PAGE
AZUMA MARU	38	6,646	462	15 MKFKM	74
KANSAI MARU	30	8,614	462	15 MKFKM	75
KANTO MARU	30	8,607	462	15 MKFKM	75
KIYOSUMI MARU	34	8,614	454	15 MKFKM	76
KONGO MARU	35	8,640	454	15 MKFKM	76
KAGU MARU	36	6,807	453	15 MKFKM	76
KASII MARU	36	8,408	453	15 MKFKM	76
HOKKAI MARU	33	8,416	447	15 MKFKM	77
NANKAI MARU	33	8,416	447	15 MKFKM	77
HOKUROKU MARU	30	8,360	446	15 MKFKM	77
KINAI MARU	30	8,360	446	15 MKFKM	77
SAN YO MARU	30	8,360	446	15 MKFKM	77
TOKAI MARU	30	8,360	446	15 MKFKM	77
GOSYU MARU	39	8,592	443	15 MKFKM	78
GOYO MARU	38	8,469	443	15 MKFKM	78
HAKKAI MARU	38	5,114	422	15 MKFKM	79
MYOKO MARU	37	5,081	422	15 MKFKM	79
CANBERRA MARU	36	6,477	425	15 KMFMK	80
TOKYO MARU	36	6,486	425	15 KMFMK	80
KANO MARU	34	8,572	454	15 MKFKMK	81
KOMAKI MARU	33	8,250	454	15 MKFKMK	82
KATURAGI MARU	31	8,033	446	15 MKFKMK	82
KIRISIMA MARU	31	8,121	443	15 MKFKMK	82
SADO MARU	39	7,180	480	15 MKFKKM	83
SAGARA MARU	40	7,189	480	15 MKFKKM	83
SAKURA MARU	39	7,167	480	15 MKFKKM	83
SANUKI MARU	39	7,158	480	15 MKFKKM	83
SAKITO MARU	38	7,126	479	15 MKFKKM	83
SAGAMI MARU	40	7,100	476	15 MKFKKM	83
SASAKO MARU	41	7,100	476	15 MKFKKM	83
ASOSAN MARU	35	8,812	453	15 MKFKKM	84
AOBASAN MARU	35	8,812	450	15 MKFKKM	84
AWAZISAN MARU	39	9,794	476	15 KMFKMK	85
AYATOSAN MARU	39	9,800	476	15 KMFKMK	85
ASAKASAN MARU	37	8,702	455	15 KMFKMK	86

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NAME	YEAR BUILT	GROSS TONNAGE	LENGTH	CODE	PAGE
ATUTASAN MARU	37	8,663	455	15 KMFKMK	86
ARIMASAN MARU	37	8,696	450	15 KMFKMK	86
NINGPO	38	6,097	462	15 MKKFKMK	87
KYUSYU MARU	37	8,666	467	15 KMKFKMK	88
TOSAN MARU	38	8,666	466	15 KMKFKMK	88
HEITO MARU	35	4,468	357	16 MKFM	89
SYOKA MARU	35	4,467	357	16 MKFM	89
TAITO MARU	35	4,467	357	16 MKFM	89
TAKAO MARU	27	4,282	356	16 MKFM	89
MOSEL	27	8,428	509	16 MMFMM	90
GINYO MARU	21	8,613	445	16 MKFKM	91
BRISBANE MARU	30	5,425	380	16 MKFKM	91
MELBOURNE MARU	30	5,423	380	16 MKFKM	91
SYDNEY MARU	29	5,425	380	16 MKFKM	91
BANGKOK MARU	37	5,351	376	16 MKFKM	92
SAIGON MARU	37	5,350	376	16 MKFKM	92
BURGENLAND	28	7,320	463	16 MKFKMK	92
TJISAROEA	26	7,089	421	16 KMKFKM	
TOKO MARU	08	4,168	367	20 MFM	92
HOSEI MARU	95	2,670	315	20 MFM	93
TORYU MARU	89	1,992	275	20 MFM	94
TUKUSI MARU	25	1,858	275	20 MFM	93
MITI MARU	14	1,384	245	20 MFM	93
TEIUN MARU	20	1,615	238	20 MFM	94
HUKUSYU MARU	03	1,455	237	20 MFM	93
MIYO MARU	97	1,455	237	20 MFM	93
SAITU MARU	11	1,037	226	20 MFM	
EIKO MARU	18	1,164	215	20 MFM	93
TEIKOKU MARU	24	7,744	459	20 KMFMK	95
DAIYA MARU	02	2,760	332	21 MFM	96
RIO GRANDE	39	6,062	447	21 MKFKM	96
BELGRANO	36	6,095	446	21 MKFKM	97
OMI MARU	12	3,393	346	22 MFM	97
WAKAMATU MARU	02	2,723	326	22 MFM	98
AFRICA MARU	18	9,476	475	22 MKFKM	99

NAME	YEAR BUILT	GROSS TONNAGE	LENGTH	CODE	PAGE
MAMIYA	23	15,820	483	22 MMFKM	98
ARABIA MARU	18	9,480	475	22 MKFKM	99
HAWAII MARU	15	9,467	475	22 MKFKM	99
MANILA MARU	15	9,486	475	22 MKFKM	99
ARIZONA MARU	20	9,684	475	22 KMKFKM	100
SINSEI MARU #6	38	4,925	371	23 MFM	101
HUSIMI MARU	37	4,936	370	23 MFM	101
KAMIKAZE MARU	37	4,916	370	23 MFM	101
SANKO MARU	37	4,958	370	23 MFM	101
TARUSIMA MARU	38	4,865	370	23 MFM	102
IKUSIMA MARU	36	3,944	366	23 MFM	102
SINRYU MARU	37	4,936	366	23 MFM	101
TENRYU MARU	36	4,861	366	23 MFM	101
YAMAHUKU MARU	40	4,900	366	23 MFM	101
KASUGA MARU	36	3,968	351	23 MFM	102
NATISAN MARU	31	4,434	340	23 MFM	103
IBURI MARU	38	3,291	333	23 MFM	103
ISIKARI MARU	38	3,291	330	23 MFM	103
TERUSIMA MARU	37	3,110	323	23 MFM	103
HAKKAISAN MARU	37	3,311	319	23 MFM	103
AKAGANE MARU	40	3,121	318	23 MFM	104
KENSIN MARU	40	3,126	318	23 MFM	104
KINSEN MARU	37	3,081	318	23 MFM	104
KOGANE MARU	38	3,132	318	23 MFM	104
KOHUKU MARU	34	3,210	318	23 MFM	104
MAGANE MARU	40	3,120	318	23 MFM	104
SINKO MARU	41	3,100	318	23 MFM	104
SIROGANE MARU	38	3,130	318	23 MFM	104
KEIZAN MARU	40	2,865	309	23 MFM	105
KEIZYO MARU	40	2,626	308	23 MFM	105
MIKAGE MARU #20	40	2,718	308	23 MFM	105
TOKO MARU	40	2,748	308	23 MFM	105
TYOWA MARU	39	2,719	308	23 MFM	105
TYUWA MARU	40	2,719	308	23 MFM	105
SEIKAI MARU	40	2,663	307	23 MFM	105

NAME	YEAR BUILT	GROSS TONAGE	LENGTH	CODE	PAGE
BUNZAN MARU	41	3,000	305	23 MFM	105
BUZAN MARU	41	3,000	305	23 MFM	105
HIROTA MARU	40	2,992	305	23 MFM	105
IMIZU MARU	39	2,925	305	23 MFM	107
MANYO MARU	37	2,904	305	23 MFM	105
NAGATA MARU	36	2,969	305	23 MFM	105
NITIKOKU MARU	41	2,940	305	23 MFM	
OKUYO MARU	38	2,904	305	23 MFM	105
NITIRYO MARU	39	2,750	305	23 MFM	105
SENYO MARU	37	2,904	305	23 MFM	105
TAIKO MARU	37	2,984	305	23 MFM	105
TOMITU MARU	37	2,933	305	23 MFM	105
TOYOTU MARU	37	2,931	305	23 MFM	105
YAMADORI MARU	38	2,905	305	23 MFM	105
EIKO MARU	37	3,026	303	23 MFM	106
KAMITU MARU	37	2,724	303	23 MFM	105
KUNITU MARU	37	2,722	303	23 MFM	105
TAIKAI MARU	19	2,478	303	23 MFM	106
IKUTA MARU	36	2,969	302	23 MFM	105
TITOSE MARU	21	2,669	300	23 MFM	105
DAIDO MARU	35	2,962	298	23 MFM	107
KANKO MARU	38	2,929	298	23 MFM	107
KEIKO MARU	38	2,929	298	23 MFM	107
NIKKAI MARU	38	2,562	298	23 MFM	105
RAKUTO MARU	35	2,962	298	23 MFM	107
RYUKO MARU	35	2,962	298	23 MFM	107
SEIKYO MARU	34	2,608	298	23 MFM	105
SINKO MARU	38	2,578	298	23 MFM	105
SINKYO MARU	32	2,672	298	23 MFM	105
SYOZUI MARU	41	2,700	298	23 MFM	105
YAMABATO MARU	37	2,557	298	23 MFM	105
ANSYU MARU	37	2,601	295	23 MFM	105
KOSYU MARU	37	2,612	295	23 MFM	105
[illegible]	39	2,578	295	23 MFM	107

NAME	YEAR BUILT	GROSS TONNAGE	LENGTH	CODE	PAGE
MINRYO MARU	38	2,195	257	23 MFM	
TENRYO MARU	38	2,231	257	23 MFM	
HIYOSI MARU	37	4,046	352	23 MKFM	108
AZUSA MARU	39	1,370	228	23 KMFM	108
KATURA MARU	37	1,368	228	23 KMFM	108
NANREI MARU	24	2,408	275	23A MFM	109
HOKUREI MARU	24	2,408	275	23A MFM	109
KIMISIMA MARU	38	5,193	400	23A MKFM	109
KENSYO MARU	38	4,862	384	23A MKFM	110
MIKAGE MARU #18	37	4,319	360	23A MKFM	111
KIKUKAWA MARU	37	3,833	355	23A MKFM	111
KIRIKAWA MARU	37	3,836	355	23A MKFM	111
MATUKAWA MARU	38	3,826	355	23A MKFM	111
TOHO MARU	37	4,092	355	23A MKFM	111
MOMOKAWA MARU	41	3,800	354	23A MKFM	111
TOEI MARU	37	4,004	354	23A MKFM	111
NIPPO MARU	36	3,764	353	23A MKFM	111
KOKAI MARU	39	3,871	340	23A MKFM	112
AKASISAN MARU	35	4,551	362	23A MFKMK	112
ASAHISAN MARU	35	4,551	360	23A MFKMK	112
ASAKA MARU	37	7,399	463	23A MMFKM	114
KAMOGAWA MARU	38	6,441	439	23A MKFMK	113
KEIYO MARU	37	6,442	439	23A MKFMK	113
TAMAGAWA MARU	38	6,441	439	23A MKFMK	113
YAMAGIRI MARU	38	6,438	439	23A MKFMK	113
YODOGAWA MARU	39	6,441	439	23A MKFMK	113
ZENYO MARU	37	6,442	439	23A MKFMK	113
SINKO MARU	35	6,480	436	23A MKFMK	113
YAMAZUKI MARU	37	6,439	436	23A MKFMK	113
AKAGI MARU	36	7,390	463	23A MKFKM	114
ARIMA MARU	36	7,390	463	23A MKFKM	114
AWATA MARU	37	7,398	463	23A MKFKM	114
AMAGISAN MARU	33	7,620	454	23A MKFKM	115
AZUMASAN MARU	33	7,623	454	23A MKFKM	115

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NAME	YEAR BUILT	GROSS TONNAGE	LENGTH	CODE	PAGE
ARATAMA MARU	38	6,784	447	23A MKFKM	116
YAMASIMO MARU	38	6,777	447	23A MKFKM	116
TOA MARU	39	6,732	446	23A MKFKM	119
YAMAZATO MARU	37	6,926	443	23A MKFKM	118
TATUKAMI MARU	39	7,064	442	23A MKFKM	117
TATUTAKE MARU	39	7,068	442	23A MKFKM	117
YAMAKAZE MARU	38	6,921	440	23A MKFKM	118
KENYO MARU	38	6,470	439	23A MKFKM	120
NANA MARU	40	6,764	439	23A MKFKM	119
SEIA MARU	39	6,658	439	23A MKFKM	119
ONOE MARU	40	6,667	437	23A MKFKM	120
KYUSYU MARU	40	6,600	435	23A MKFKM	120
OKITU MARU	39	6,666	435	23A MKFKM	120
ASAKAZE MARU	38	6,517	424	23A MKFKM	121
HITATI MARU	39	6,540	424	23A MKFKM	121
KOSIN MARU	38	6,530	424	23A MKFKM	121
NISSAN MARU	38	6,534	424	23A MKFKM	121
NITIRO MARU	39	6,534	424	23A MKFKM	121
KOGYO MARU	38	6,353	423	23A MKFKM	121
NITII MARU	39	6,543	420	23A MKFKM	121
HINO MARU #3	37	4,391	360	23A MKFKM	122
TATUHARU MARU	39	6,345	411	23A KMFMK	123
TATUHO MARU	38	6,335	411	23A KMFMK	123
TATUMIYA MARU	38	6,344	411	23A KMFMK	123
TATUWA MARU	37	6,335	411	23A KMFMK	123
YAMABIKO MARU	37	6,799	442	23A MKFKMK	124
YAMAURA MARU	37	6,798	442	23A MKFKMK	124
NAGARA MARU	34	7,149	450	23A MKKFKM	125
NAKO MARU	34	7,145	450	23A MKKFKM	125
NARUTO MARU	34	7,149	450	23A MKKFKM	125
NOSIRO MARU	34	7,189	450	23A MKKFKM	125
NOTO MARU	34	7,191	450	23A MKKFKM	125
NOZIMA MARU	35	7,190	450	23A MKKFKM	125
DAISAN OGURA MARU	16	7,350	451	24 MFM	126

NAME	YEAR BUILT	GROSS TONNAGE	LENGTH	CODE	PAGE
ZUIYO MARU	17	7,385	450	24 MFM	126
ZINBU MARU	94	5,147	400	24 MFM	127
MAREI MARU	05	4,557	380	24 MFM	128
TAIYO MARU	13	4,168	370	24 MFM	
KOZAN MARU	35	4,180	360	24 MFM	128
SEIKAN MARU #2	30	2,493	360	24 MFM	129
SINSYU MARU	33	4,180	360	24 MFM	128
SEIKAN MARU #1	26	2,326	356	24 MFM	129
TOTEN MARU	00	3,823	356	24 MFM	
HOKUAN MARU	38	3,712	351	24 MFM	129
SEIAN MARU	38	3,712	351	24 MFM	129
AMBA ALAGI	10	3,710	350	24 MFM	
AKITA MARU	16	3,817	345	24 MFM	130
BANDOENG MARU	20	4,003	345	24 MFM	130
CHERIBON MARU	21	4,016	345	24 MFM	131
HANKOW MARU	19	4,105	345	24 MFM	132
HOKUSUI MARU	98	3,945	345	24 MFM	132
HUKKAI MARU	20	3,830	345	24 MFM	130
KISO MARU	20	4,071	345	24 MFM	130
MACASSAR MARU	20	4,026	345	24 MFM	131
MADRAS MARU	19	3,802	345	24 MFM	130
MOZI MARU	22	3,831	345	24 MFM	132
NAGANO MARU	17	3,824	345	24 MFM	130
OSAKA MARU	22	3,741	345	24 MFM	132
SAMARANG MARU	20	4,013	345	24 MFM	130
SHANGHAI MARU	19	4,104	345	24 MFM	132
SIN AI MARU	21	3,794	345	24 MFM	130
SIN I MARU	20	3,812	345	24 MFM	130
SYDNEY MARU	19	4,105	345	24 MFM	132
TAIAN MARU	36	3,670	345	24 MFM	134
TAIKAI MARU	17	3,813	345	24 MFM	130
TASMANIA MARU	19	4,106	345	24 MFM	132
TATEISI MARU	22	3,801	345	24 MFM	132
TOMIURA MARU	18	3,821	345	24 MFM	130

NAME	YEAR BUILT	GROSS TONAGE	LENGTH	CODE	PAGE
TONE MARU	20	4,070	345	24 MFM	130
YAMAGATA MARU	16	3,807	345	24 MFM	132
EIHUKU MARU	39	3,520	344	24 MFM	134
SUMANOURA MARU	39	3,519	344	24 MFM	134
TAIHUKU MARU	39	3,520	344	24 MFM	134
TAMASIMA MARU	40	3,560	344	24 MFM	134
KOSEI MARU	37	3,551	341	24 MFM	134
KOTO MARU	37	3,557	341	24 MFM	134
TENYU MARU	05	3,738	340	24 MFM	
MASUYAMA MARU	96	3,690	339	24 MFM	132
NOJIMA	19	8,215	345	24 MFM	133
MUROTO	18	8,215	345	24 MFM	133
KAHOKU MARU	31	3,311	337	24 MFM	135
KANAN MARU	31	3,293	337	24 MFM	135
SANSEI MARU	31	3,267	336	24 MFM	135
SANTO MARU	31	3,267	336	24 MFM	135
UNKAI MARU #5	00	3,282	331	24 MFM	
UGO MARU	20	3,683	330	24 MFM	136
KONSAN MARU	29	2,733	327	24 MFM	136
RONSAN MARU	29	2,735	327	24 MFM	136
SENSAN MARU	29	2,776	327	24 MFM	136
TENSAN MARU	29	2,776	327	24 MFM	136
KASAGI MARU	28	3,140	326	24 MFM	137
IKOMA MARU	25	3,140	326	24 MFM	137
MAYA MARU	28	3,140	326	24 MFM	137
YOMEI MARU	36	2,861	326	24 MFM	137
MIKASA MARU	28	3,143	325	24 MFM	137
SAPPORO MARU #11	00	2,820	320	24 MFM	138
WAKANOURA MARU	85	2,408	320	24 MFM	138
AMAGI MARU	24	3,165	316	24 MFM	138
ASO MARU	23	3,028	316	24 MFM	138
MIKAGE MARU	97	2,761	316	24 MFM	139
ROKKO MARU	23	3,038	316	24 MFM	138
TUKUBA MARU	23	3,172	315	24 MFM	138
KOYO MARU	19	3,010	311	24 MFM	139

NAME	YEAR BUILT	GROSS TONNAGE	LENGTH	CODE	PAGE
NISIYAMA MARU	21	3,017	311	24 MFM	139
TAMA MARU	18	3,052	311	24 MFM	139
TAMON MARU #1	17	3,018	311	24 MFM	139
SOOCHOW	20	2,604	310	24 MFM	139
UNYO MARU #2	37	2,827	310	24 MFM	140
HAKKAI MARU	39	2,921	309	24 MFM	
HORAI MARU	16	3,198	305	24 MFM	142
KAIHUKU MARU	17	3,177	305	24 MFM	142
SINSOKU MARU	16	3,203	305	24 MFM	142
TOTAI MARU	18	3,194	305	24 MFM	142
EIZYU MARU	97	2,455	302	24 MFM	140
TUKUSI MARU #2	26	2,418	300	24 MFM	140
TYOKAI MARU	32	2,658	300	24 MFM	141
NIHONKAI MARU	32	2,681	299	24 MFM	141
KOSYU MARU	11	2,812	298	24 MFM	140
TAIEI MARU	12	2,925	298	24 MFM	140
TEISHUN MARU	02	2,251	298	24 MFM	
SAISYU MARU	97	2,083	290	24 MFM	141
SINMEI MARU	02	2,578	290	24 MFM	
TAIKYU MARU	06	2,105	290	24 MFM	141
RYUSEI MARU	04	2,088	288	24 MFM	141
KITAKATA MARU	01	2,380	287	24 MFM	144
HUZAN MARU	07	1,972	286	24 MFM	
KINE MARU	24	2,193	286	24 MFM	144
KOSEI MARU	24	2,205	286	24 MFM	144
CHEKIANG	14	2,172	285	24 MFM	142
KAIZYO MARU	06	2,025	285	24 MFM	
KEIZAN MARU	27	2,319	285	24 MFM	143
TETUZAN MARU	19	2,018	285	24 MFM	144
HUKI MARU	18	2,453	284	24 MFM	144
TAITO MARU	17	2,727	284	24 MFM	145
NIIGATA MARU	03	2,069	283	24 MFM	
TAISOKU MARU	18	2,473	281	24 MFM	144
KONGOSAN MARU	27	2,116	280	24 MFM	
TAIKA MARU	21	2,205	280	24 MFM	145

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NAME	YEAR BUILT	GROSS TONNAGE	LENGTH	CODE	PAGE
TYOHAKUSAN MARU	28	2,131	280	24 MFM	
TYOZYUSAN MARU	28	2,131	280	24 MFM	
TYUKA MARU	20	2,189	280	24 MFM	145
SAGA MARU	19	2,150	275	24 MFM	147
SENKAI MARU	26	2,101	275	24 MFM	146
SYOHO MARU	37	1,936	275	24 MFM	146
NITTO MARU	20	2,186	272	24 MFM	147
SEIAN MARU	11	1,900	272	24 MFM	143
SINHUKU MARU	18	2,204	272	24 MFM	147
SINTO MARU	19	2,246	272	24 MFM	147
SYOEI MARU	36	1,986	272	24 MFM	146
TATEYAMA MARU	37	1,991	272	24 MFM	148
TOYO MARU #1	18	2,227	272	24 MFM	147
TYOZYUN MARU	18	2,246	272	24 MFM	147
YORO MARU #2	18	2,218	272	24 MFM	147
SYOTOKU MARU	38	1,964	271	24 MFM	146
ASAMA MARU	18	2,017	270	24 MFM	147
GRAN	19	1,983	270	24 MFM	147
HAKUSAN MARU	20	2,197	270	24 MFM	147
HOKUTO MARU	23	2,270	270	24 MFM	147
HORAIZAN MARU	20	1,999	270	24 MFM	147
JOAN MOLLER	18	2,232	270	24 MFM	147
RYUHO MARU #1	18	2,241	270	24 MFM	147
RYUHO MARU #2	17	2,230	270	24 MFM	147
SIMA MARU	20	1,987	270	24 MFM	147
TAIEI MARU	18	2,209	270	24 MFM	147
TAIRYU MARU	19	2,210	270	24 MFM	147
TITA MARU	23	2,276	270	24 MFM	147
TIZU MARU	20	2,304	270	24 MFM	147
TOYOSAKI MARU	19	2,209	270	24 MFM	147
UNKAI MARU #7	19	2,182	269	24 MFM	147
EIZYUN MARU	16	2,156	268	24 MFM	147
KANZYO MARU	18	2,197	268	24 MFM	147
KOZYUN MARU	17	2,177	268	24 MFM	147
MAYATI MARU	16	2,159	268	24 MFM	147
NITTU MARU	17	2,184	268	24 MFM	147
NOBORIKAWA MARU	22	2,182	268	24 MFM	147
SIPIROK	28	1,787	268	24 MFM	
SISEN MARU	18	2,201	268	24 MFM	147
TAISEI MARU	06	1,824	266	24 MFM	150
BANEI MARU #3	19	1,778	265	24 MFM	147
BANEI MARU #15	19	1,828	265	24 MFM	147
TAIHOSAN MARU	37	1,805	265	24 MFM	149
TOKIWASAN MARU	37	1,805	265	24 MFM	149
SYURI MARU	28	1,857	260	24 MFM	148
KEIUN MARU	21	1,921	256	24 MFM	150
KOZYUN MARU	24	1,931	255	24 MFM	150
SEIRYU MARU	26	1,900	255	24 MFM	150
KEIZAN MARU	18	2,116	254	24 MFM	150
SINSEI MARU #5	19	2,599	254	24 MFM	151
KOSYU	04	2,080	253	24 MFM	152
HOKUSEN MARU	20	2,256	252	24 MFM	150
SYUNTAI MARU	20	2,253	252	24 MFM	150
BOYACA	20	2,560	251	24 MFM	151
DAIGEN MARU #2	17	1,999	251	24 MFM	151
FURIERE CONSOLINI	17	1,922	251	24 MFM	151
HOZAN MARU	18	2,260	251	24 MFM	151
HOZYO MARU	20	2,417	251	24 MFM	151
KOSIN MARU	17	1,868	251	24 MFM	151
NITIEI MARU	19	2,012	251	24 MFM	151
NOSIRO MARU	19	2,333	251	24 MFM	150
SEIZAN MARU	18	2,018	251	24 MFM	151
SHINAI	20	2,410	251	24 MFM	151
SINSEI MARU #17	19	2,556	251	24 MFM	151
SINYO MARU #3	17	1,899	251	24 MFM	151
SYOKO MARU	19	2,209	251	24 MFM	151
TOGO MARU	20	2,514	251	24 MFM	151
TOSEI MARU	20	2,433	251	24 MFM	151
TOSYU MARU	18	2,115	251	24 MFM	151
WAKA MARU	19	2,036	251	24 MFM	151

NAME	YEAR BUILT	GROSS TONAGE	LENGTH	CODE	PAGE
DAIKYU MARU	20	1,518	250	24 MFM	
DOZAN MARU	18	1,679	250	24 MFM	153
SIAOE	21	1,573	250	24 MFM	153
SIGLI	20	1,579	250	24 MFM	153
SYOHUKU MARU	18	1,768	249	24 MFM	153
UNKAI MARU #2	20	1,709	242	24 MFM	153
DAISYO MARU	18	1,518	240	24 MFM	153
HOKUYO MARU	19	1,590	240	24 MFM	154
KANTO MARU	18	1,547	240	24 MFM	153
KIHUNE MARU	18	1,606	240	24 MFM	154
MAKO MARU	03	1,398	236	24 MFM	153
HUKUI MARU #2	17	1,578	235	24 MFM	153
NIKKYO MARU	18	1,402	235	24 MFM	153
HUSIMI MARU	64	1,229	234	24 MFM	
SEISIN MARU	20	1,325	233	24 MFM	154
KANKO MARU	17	1,288	230	24 MFM	154
SIN AN MARU	18	1,278	230	24 MFM	154
TENKO MARU	18	1,274	230	24 MFM	154
TYOKAI MARU	19	1,285	230	24 MFM	154
TYOKAI MARU #2	19	1,288	230	24 MFM	154
KINKO MARU	17	1,268	229	24 MFM	154
SYORYU MARU	17	1,258	229	24 MFM	154
DAISIN MARU	05	1,307	228	24 MFM	154
DAISIN MARU #1	18	1,307	228	24 MFM	154
HOKUSEI MARU	18	1,285	228	24 MFM	154
KANO MARU	17	1,275	228	24 MFM	154
KINRYUZAN MARU	18	1,370	228	24 MFM	154
KUROKAMISAN MARU	18	1,242	228	24 MFM	154
REKIZAN MARU	18	1,311	228	24 MFM	154
TAIZYUN MARU	18	1,274	228	24 MFM	154
YOZAN MARU	18	1,227	228	24 MFM	154
KOKAI MARU	18	1,269	227	24 MFM	154
SAWA MARU	03	1,264	227	24 MFM	153
SEIWA MARU	17	1,317	227	24 MFM	155
HAI PING	11	1,105	226	24 MFM	155

NAME	YEAR BUILT	GROSS TONNAGE	LENGTH	CODE	PAGE
SANTEN MARU	18	1,210	226	24 MFM	154
SANTYO MARU	18	1,215	226	24 MFM	154
AITOKU MARU	24	1,328	225	24 MFM	155
DAISIN MARU #2	18	1,147	225	24 MFM	155
HEIRYO MARU	18	1,224	225	24 MFM	156
HUKUSEI MARU	18	1,234	225	24 MFM	156
KASUGA MARU	16	1,377	225	24 MFM	156
ONO MARU #18	21	1,369	225	24 MFM	156
SAKURAZIMA MARU	18	1,281	225	24 MFM	155
SENZAN MARU	18	1,144	225	24 MFM	155
TAIHOKU MARU	23	1,371	225	24 MFM	156
TEIKAI MARU	18	1,241	225	24 MFM	156
TIHAYA MARU	18	1,161	225	24 MFM	155
TOSYO MARU	18	1,236	225	24 MFM	156
TOYU MARU	18	1,254	225	24 MFM	156
NISSIN MARU	16	1,179	223	24 MFM	157
NISSYO MARU #8	16	1,174	223	24 MFM	157
SINTEN MARU	17	1,255	223	24 MFM	155
KANZAKI MARU	18	1,285	221	24 MFM	155
SINYO MARU #1	19	1,289	221	24 MFM	157
ASAHI MARU #2	19	1,323	220	24 MFM	157
BANEI MARU #2	17	1,186	220	24 MFM	155
BANEI MARU #6	17	1,191	220	24 MFM	155
BANEI MARU #7	18	1,189	220	24 MFM	157
HATTENZAN MARU	18	1,180	220	24 MFM	157
HIRANO MARU	16	1,227	220	24 MFM	157
MAOKA MARU	17	1,219	220	24 MFM	157
MASAKI MARU	17	1,230	220	24 MFM	157
MASAKI MARU #2	18	1,224	220	24 MFM	157
NOTORO MARU	17	1,229	220	24 MFM	157
ONO MARU #14	18	1,278	220	24 MFM	157
SAGAWA MARU	18	1,186	220	24 MFM	157
SAKISIMA MARU	18	1,224	220	24 MFM	157
SINSEI MARU #3	18	1,257	220	24 MFM	157
SINTO MARU	19	1,215	220	24 MFM	157

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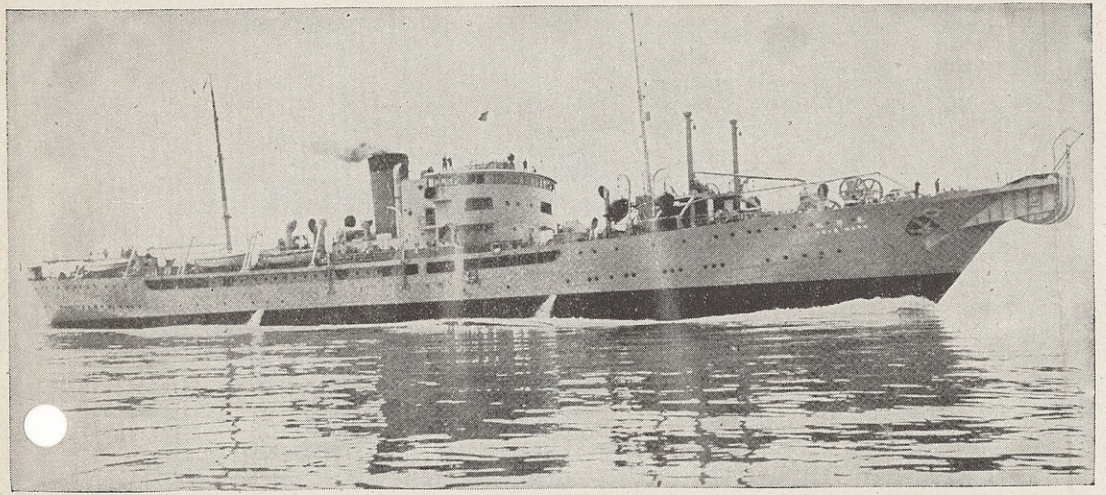
NAME	YEAR BUILT	GROSS TONNAGE	LENGTH	CODE	PAGE
SYOHO MARU	18	1,328	220	24 MFM	157
TAKI MARU	16	1,244	220	24 MFM	157
TOKIWA MARU	18	1,204	220	24 MFM	157
TYOSAN MARU	24	1,159	220	24 MFM	157
YUMIHARI MARU #2	18	1,186	220	24 MFM	157
ITOSAKI MARU	18	1,236	218	24 MFM	157
UNKAI MARU #8	24	1,293	218	24 MFM	157
HUKUEI MARU	18	1,114	215	24 MFM	157
YUBARI MARU #3	18	1,152	215	24 MFM	158
SINYO MARU #2	18	1,065	210	24 MFM	158
TIKA MARU	19	1,146	210	24 MFM	158
DAITOKU MARU	17	1,131	209	24 MFM	158
ROKUSAN MARU	17	1,059	208	24 MFM	158
HOKUSEI MARU	18	1,390	200	24 MFM	158
MIHUKU MARU	18	1,206	200	24 MFM	158
UNKAI MARU #15	18	1,209	200	24 MFM	158
UNTEN MARU	18	1,025	200	24 MFM	158
DAIAN MARU #2	18	1,032	196	24 MFM	159
GRANITIERE PADULA	09	3,904	355	24 MMFM	159
OKUNI MARU	01	5,633	420	24 MFMK	160
HUSIMI MARU	02	2,542	306	24 MFMK	160
ZAOSAN MARU	06	2,631	306	24 MFMK	160
HIKOSAN MARU	02	2,073	289	24 MFMK	160
CANTON	15	1,581	242	24 MFMK	161
SINANO MARU	00	6,254	445	24 MKFM	161
TEIO MARU	21	7,974	471	24 MMFMM	162
TAIMEI MARU	36	2,883	326	24 MKFMK	162
RANDI	16	1,132	226	24 MKFMK	162
SEIWA MARU	14	7,210	470	24 MKFKM	163
RYUZIN MARU	07	6,243	431	24 MKFKM	163
SYUNSYO MARU	06	6,169	431	24 MKFKM	163
DAIGEN MARU	20	2,221	252	24 MKFKM	163
KANDA MARU	20	2,220	251	24 MKFKM	164
KORYU MARU	19	2,170	251	24 MKFKM	163
MEISEI MARU	17	1,893	251	24 MKFKM	163

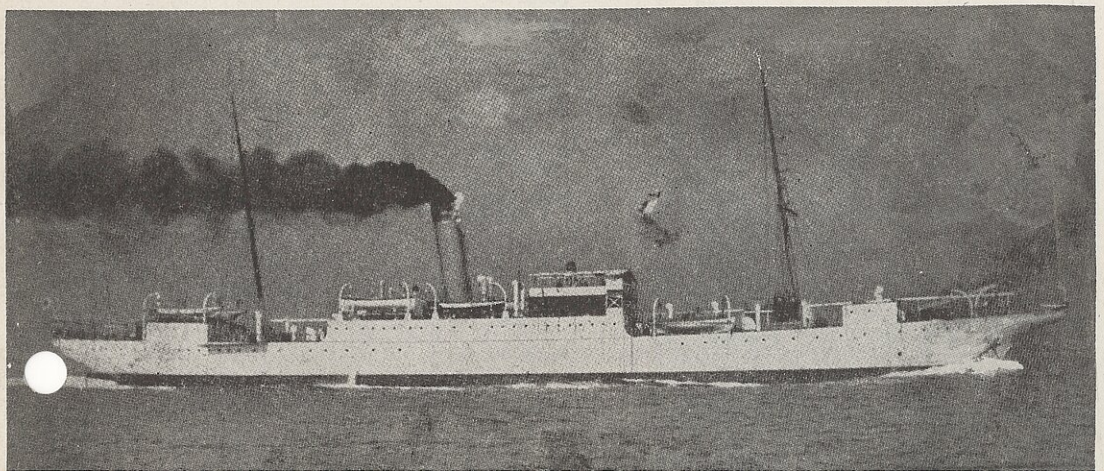
NAME	YEAR BUILT	GROSS TONNAGE	LENGTH	CODE	PAGE
SUMIDA MARU	19	2,022	251	24 MKFKM	163
SYOKA MARU	17	1,933	251	24 MKFKM	163
SYOWA MARU	20	2,211	251	24 MKFKM	163
TAIZIN MARU	16	1,924	251	24 MKFKM	163
TENTYO MARU	19	2,608	251	24 MKFKM	164
TOYO MARU #5	18	2,193	251	24 MKFKM	164
TOYO MARU #8	18	2,191	251	24 MKFKM	163
TYOYO MARU	19	2,225	251	24 MKFKM	164
HINO MARU	29	2,666	315	24 KMFKM	164
KURAMASAN MARU	27	1,995	276	24 KMFKM	165
KONEI MARU	30	2,345	291	24 KMKFKMK	165
DAITO MARU	18	1,233	228	24A MFM	166
AKAGISAN MARU	24	4,634	375	24A MFKM	166
ZYOHORE MARU	32	6,182	412	24A MKFM	167
NAGOYA MARU	32	6,071	407	24A MKFM	167
GENKAI MARU	39	3,851	340	24A MKFM	167
BANSEI MARU	00	3,120	325	24A MKFM	168
KENZYO MARU	05	3,142	325	24A MKFM	168
TURUGISAN MARU	05	3,108	325	24A MKFM	168
TAKUSAN MARU	05	2,753	314	24A MKFM	168
NISSYO MARU	19	2,827	281	24A MKFM	168
KEISYO MARU	29	5,879	417	24A MKFMK	169
KOREI MARU	04	2,487	305	24A MKFMK	170
AKIURA MARU	38	6,304	437	24A MKFKM	170
HUZIKAWA MARU	38	6,938	437	24A MKFKM	170
KAZUURA MARU	38	6,804	437	24A MKFKM	170
KINUGAWA MARU	38	6,937	437	24A MKFKM	170
KOEI MARU	34	6,774	436	24A MKFKM	171
KORYU MARU	31	6,680	436	24A MKFKM	171
KOSEI MARU	33	6,668	436	24A MKFKM	171
KOTOKU MARU	37	6,702	436	24A MKFKM	171
KOZUI MARU	37	7,072	436	24A MKFKM	170
KUMAGAWA MARU	34	7,509	436	24A MKFKM	170
MOGAMIGAWA MARU	34	7,497	436	24A MKFKM	170
SINANOGAWA MARU	33	7,503	436	24A MKFKM	170

NAME	YEAR BUILT	GROSS TONAGE	LENGTH	CODE	PAGE
TENYO MARU	35	6,843	435	24A MKFKM	170
NISSYO MARU	39	6,527	420	24A MKFKM	172
SEATTLE MARU	09	5,774	420	24A MKFKM	172
TACOMA MARU	09	5,772	420	24A MKFKM	172
NITIRAN MARU	38	6,500	417	24A MKFKM	172
CHICAGO MARU	10	5,866	410	24A MKFKM	173
MEXICO MARU	10	5,785	400	24A MKFKM	173
PANAMA MARU	10	5,288	400	24A MKFKM	173
TAMON MARU #5	11	5,261	400	24A MKFKM	173
COLUMBIA MARU	27	5,618	405	24A KMFKM	174
OLYMPIA MARU	27	5,612	405	24A KMFKM	174
SYUNTEN MARU	28	5,623	405	24A KMFKM	174
HUKKO MARU	24	3,834	351	24A KMFKM	174
MIKAGE MARU #3	28	3,111	331	24A KMFKM	175
DON JOSE	20	10,893	524	24A MMKFMM	175
KOA MARU	32	2,026	266	25 MFM	176
HAKOZAKI MARU	39	3,949	353	25 MKFM	176
MIYAZAKI MARU	40	3,944	353	25 MKFM	176
SANSEI MARU	36	2,386	285	25 MKFKM	176
TEIREN MARU	09	3,004	329	26 MFM	177
VAN DER HAGEN	09	3,033	325	26 MFM	177
MORAZAN	08	2,984	300	26 MFM	177

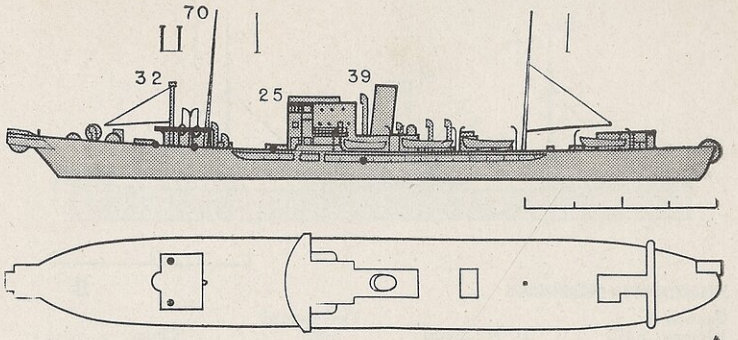
NAME	YEAR BUILT	GROSS TONNAGE	LENGTH	CODE	PAGE
DAIBOSI MARU	89	2,388	290	26 MFM	178
HOKUSIN MARU	10	1,997	273	26 MFM	
ISSEI MARU	29	1,865	271	26 MFM	
GOKENZAN MARU	98	1,649	258	26 MFM	
KANO MARU #3	18	1,708	250	26 MFM	178
KATUURA MARU	16	1,725	250	26 MFM	178
KISYUN MARU	18	1,864	250	26 MFM	178
MIYAURA MARU	19	1,856	250	26 MFM	178
NITIMAN MARU	17	1,922	250	26 MFM	178
TAISIN MARU	18	1,723	250	26 MFM	178
WASIN MARU	18	1,861	250	26 MFM	178
KATHLEEN MOLLER	13	1,487	241	26 MFM	
RYUWA MARU	13	1,240	229	26 MFM	
TAKE MARU	29	1,264	228	26 MFM	180
KOMABASI	13	1,125	227	26 MFM	182
HAKUYO MARU	29	1,327	225	26 MFM	179
HARADA MARU #7	19	1,269	225	26 MFM	181
ARGUS	01	1,025	220	26 MFM	180
DAIZYU MARU	18	1,279	217	26 MFM	181
KAINAN MARU	07	1,134	210	26 MFM	180
SYOTOKU MARU	18	1,146	208	26 MFM	181



▲ TOYO MARU



▼ NANYO MARU

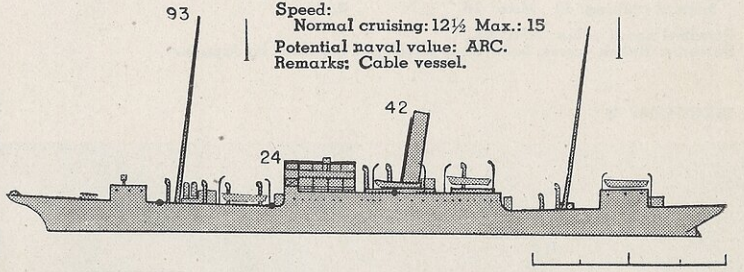


A

TOYO MARU

Tonnages:
Gross: 3,719 D. W.:
Length:
W. L. (B. P.) :335′ O. A.:
Beam: 46′
Drafts:
Loaded: 20′ 6″ Light:
Speed:
Normal cruising: 12½ Max.: 15
Potential naval value: ARC.
Remarks: Cable vessel.

Constructed:
1937 Japan
Propulsion:
Machinery: Steam turbines
Screws: 2 N. H. P.: 500
R. P. M.: @ Knots:
Fuel: Coal Capacity:
Radius:



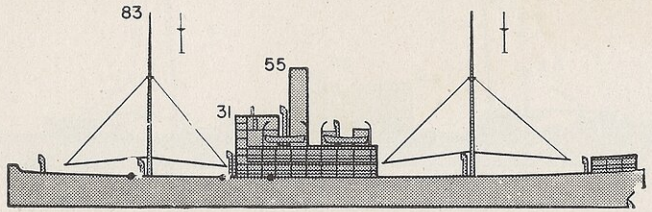
B

NANYO MARU

Tonnages:
Gross: 3,610 D. W.:
Length:
W. L. (B. P.): 345′ O. A.:
Beam: 44′
Drafts:
Loaded: 21′ Light:
Speed:
Normal cruising: 10 Max.: 12
Potential naval value: ARC.
Remarks: Cable vessel.

Constructed:
1923 Japan
Propulsion:
Machinery: Reciprocating
Screws: 2 N. H. P.: 276
R. P. M.: @ Knots:
Fuel: Coal Capacity:
Radius:

14 MFM



B

WENCHOW—WOOSUNG

Tonnages:
Gross: 3,113 D. W.: 1,900

Length:
W. L. (B P.): 320' O. A.:
Beam: 46'

Drafts:
Loaded: 20' (estimated) Light:

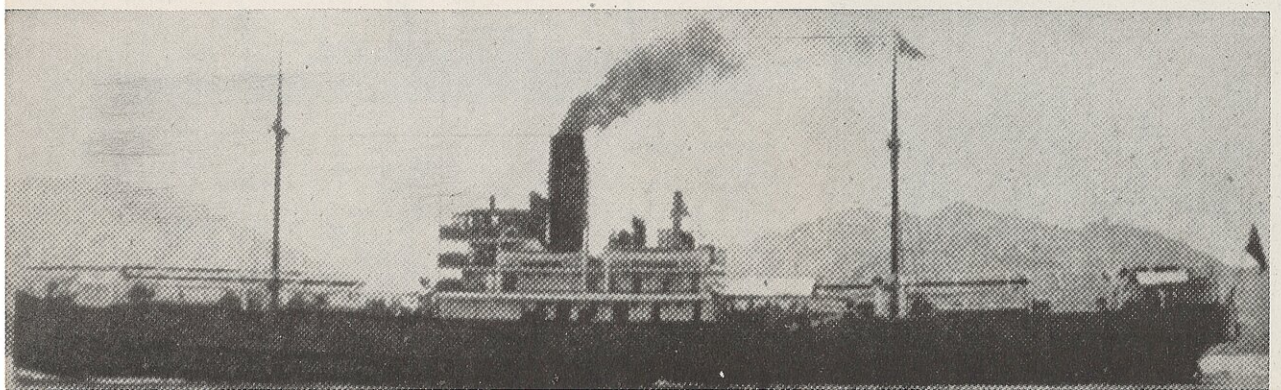
Speed:
Normal cruising: 12 Max.: 14

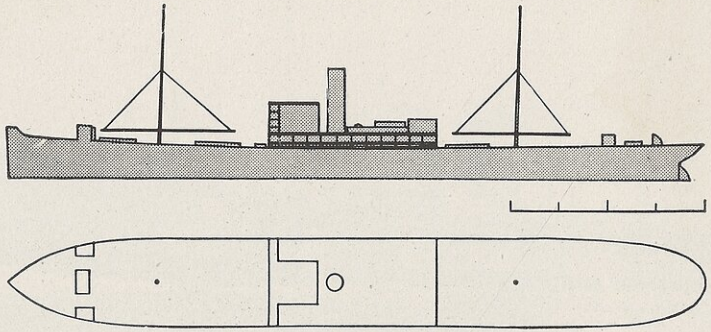
Constructed:
1923 China

Propulsion:
Machinery: Reciprocating
Screws: 2 N. H. P.: 175
R. P. M.: @ Knots:
Fuel: Coal Capacity:
Radius:

Potential naval value: APc, AK.
Remarks: British vessels believed to have been captured by Japanese.

WENCHOW ▼





C

DAIBOSI MARU #6

Tonnages:
Gross: 3,925 D. W.: 5,504

Length:
W. L. (B. P.): 361' O. A.:
Beam: 49'

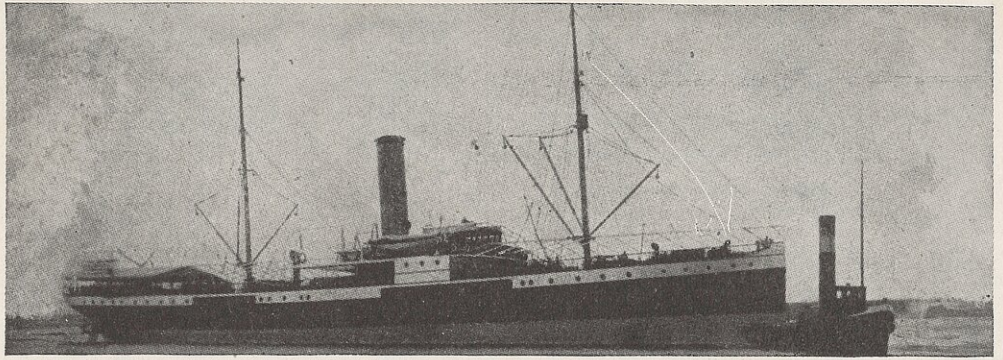
Drafts:
Loaded: 22'8" Light: 10'3"

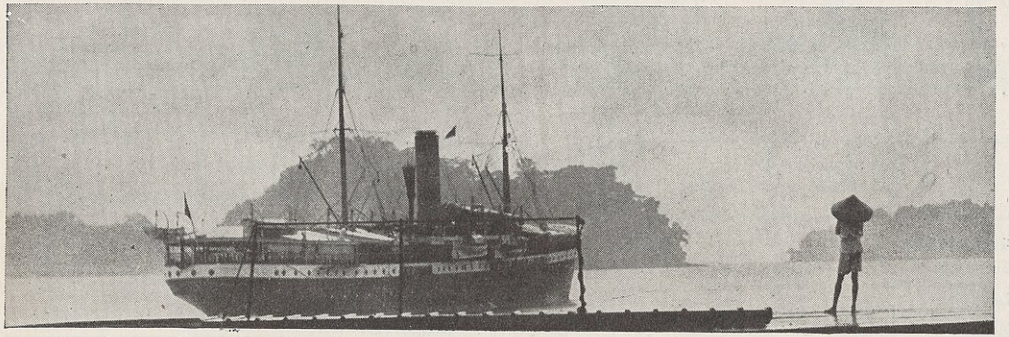
Speed:
Normal cruising: 10 Max: 12½

Constructed:
1902 Great Britain

Propulsion:
Machinery: Reciprocating
Screws: 1 N. H. P.: 483
R. P. M.: @ Knots:
Fuel.: Coal Capacity: 1,235 tons
Radius:

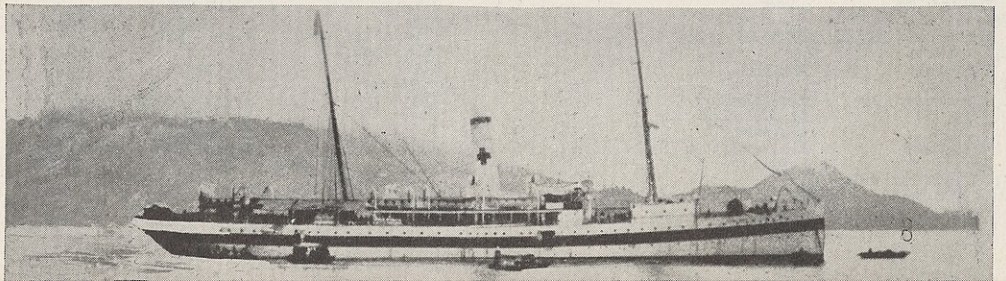
Remarks:

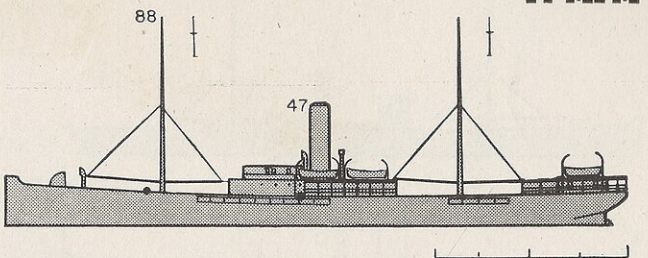




▼ HAKUAI MARU DURING WORLD WAR I

CAMPHUIJS ▲▲

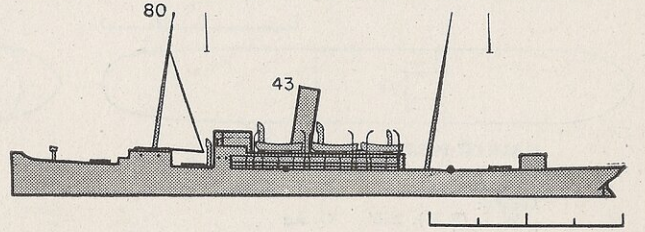




CAMPHUIJS
Similar: **GOUVENEUR GENERAL PASQUIER**

Tonnages:		Constructed:	
Gross: 2,380	D. W.: 2,800	1903	Holland
Length:		Propulsion:	
W. L. (B. P.): 315′	O. A.:	Machinery:	Reciprocating
Beam: 41′		Screws: 1	H. P.:
Drafts:		R. P. M.:	@ Knots:
Loaded: 19′	Light:	Fuel: Oil	Capacity:
Speed:		Radius:	
Normal cruising: 10	Max.: 11½	Potential naval value: AP, AK.	

Remarks: Possibly captured or salvaged by Japanese Former Dutch vessel

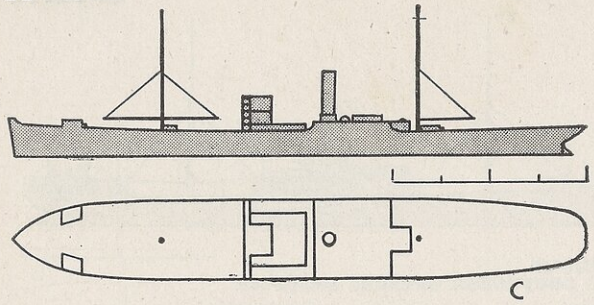


HAKUAI MARU

Tonnages:		Constructed:	
Gross: 2,615	D. W.: 2,480	1898	Great Britain
Length:		Propulsion:	
W. L. (B. P.): 312′	O. A.:	Machinery:	Reciprocating
Beam: 39′		Screws: 1	N. H. P.: 374
Drafts:		R. P. M.:	@ Knots:
Loaded: 21′	Light: 12′	Fuel: Coal	Capacity: 395
Speed:		Radius: 2,400 miles at 11 knots.	
Normal cruising: 11	Max.: 14		

Potential naval value: AP, AH.
Remarks: BIHUKU sister ship but with KMFMK sequence

14 MFM

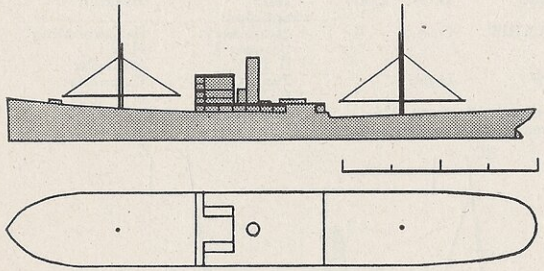


KYODO MARU #13

Tonnages:
Gross: 1,999 D. W.: 2,800
Length:
W. L. (B. P.): 285' O. A.:
Beam: 40'
Drafts:
Loaded: 17 Light: 6'3"
Speed:
Normal cruising: 8 Max: 9½

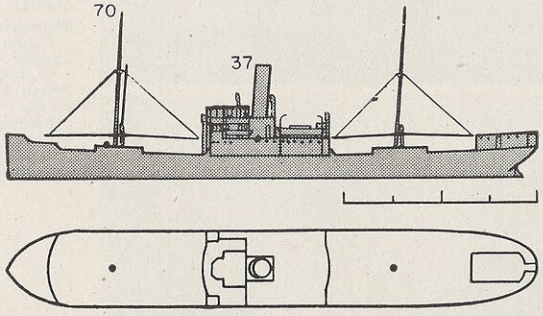
Potential naval value: AK
Remarks:

Constructed:
1896 Great Britain
Propulsion:
Machinery: Reciprocating
Screws: 1 N. H. P.: 148
R. P. M.: @ Knots:
Fuel: Coal Capacity: 196 tons
Radius:



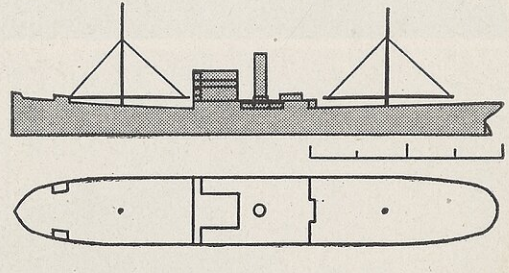
KAIRYU MARU C

Tonnages:
Gross: 2,097 D. W.: 2,980
Length:
W. L. (B. P.): 269' O. A.:
Beam: 39'
Drafts:
Loaded: 18' Light: 8'5"
Speed:
Normal cruising: 8 Max: 9½
Constructed:
1899 Germany
Propulsion:
Machinery: Reciprocating
Screws: 1 N. H. P.: 156
R. P. M.: @ Knots:
Fuel: Coal Capacity: 395
Radius: 4,500 miles at 8 knots.
Potential naval value: AK, AG
Remarks:



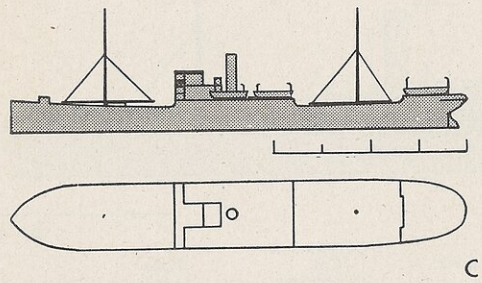
TRANNINH B

Tonnages:
Gross: 1,463 D. W.: 2,500
Length:
W. L. (B. P.): 266' O. A.: 278'
Beam: 39'
Drafts:
Loaded: 18' Light:
Speed:
Normal cruising: 11 Max: 12
Constructed:
1928 Holland
Propulsion:
Machinery: Reciprocating
Screws: 1 N. H. P.: 258
R. P. M.: @ Knots:
Fuel: Coal Capacity: 508 tons
Radius:
Potential naval value: AK
Remarks: Former French vessel believed being operated by Japanese.



DAIHO MARU #3 C

Tonnages:
Gross: 1,868 D. W.: 3,203
Length:
W. L. (B. P.): 251' O. A.:
Beam: 37'
Drafts:
Loaded: 20'8" Light: 6'9"
Speed:
Normal cruising: 9 Max: 10½
Constructed:
1906 Germany
Propulsion:
Machinery: Reciprocating
Screws: 1 N. H. P.: 142
R. P. M.: @ Knots:
Fuel: Coal Capacity: 332 tons
Radius: 4,700 miles at 9 knots.
Potential naval value: AK, AG
Remarks:



C

HANASAKI MARU

Tonnages:
Gross: 1,464 D. W.: 2,348

Length:
W. L. (B. P.): 235′ O. A.:

Beam: 35′

Drafts:
Loaded: 19′ Light: 7

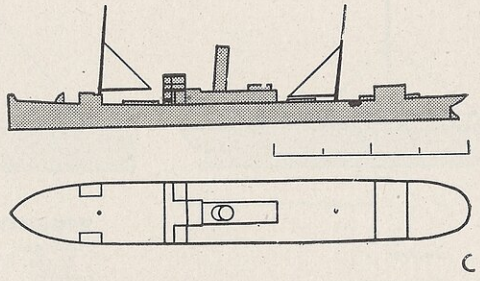
Speed:
Normal cruising: 8 Max.: 9½

Constructed:
1905 Norway

Propulsion:
Machinery: Reciprocating
Screws: 1 H. P.:
R. P. M.: @ Knots:
Fuel Coal Capacity: 185 tons
Radius: 2,500 miles at 8 knots.

Potential naval value: AK, AG

Remarks:



C

OSUMI MARU

Tonnages:
Gross: 1,284 D. W.: 1,400

Length:
W. L. (B. P.): 235′ O A.

Beam: 32′

Drafts:
Loaded: 16′ Light:

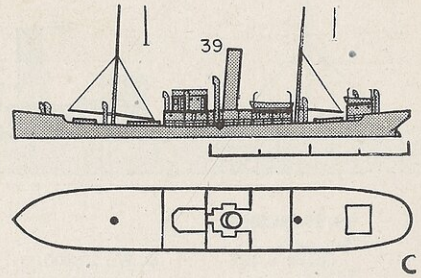
Speed:
Normal cruising: 8 Max.: 10

Constructed:
1906 Japan

Propulsion:
Machinery Reciprocating
Screws: 1 N. H. P.: 122
R. P. M.: @ Knots:
Fuel: Coal Capacity: 158 tons
Radius: 2,000 miles at 8 knots.

Potential naval value: AK, AG

Remarks:



C

TENYU MARU

Tonnages:
Gross: 1,119 D. W.: 1,300

Length:
W. L. (B. P.): 199′ O. A.:

Beam: 32′

Drafts:
Loaded: 19′ Light: 8′

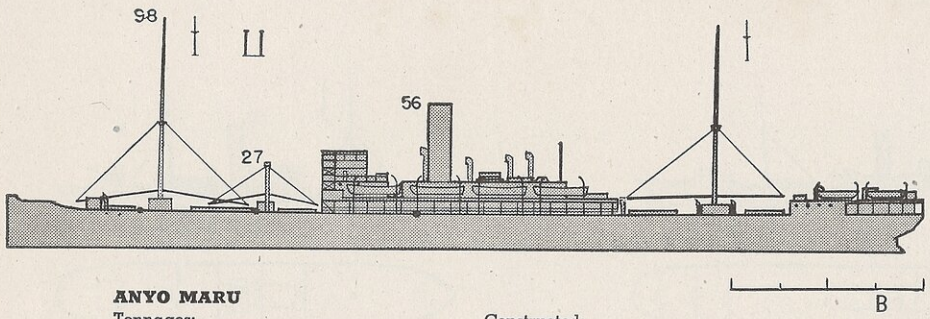
Speed:
Normal cruising: 6 Max.:

Constructed:
1902 Norway

Propulsion:
Machinery Reciprocating
Screws: 1 N. H. P.: 144
R. P. M.: @ Knots.
Fuel: Coal Capacity:
Radius:

Remarks:

14 MKFM



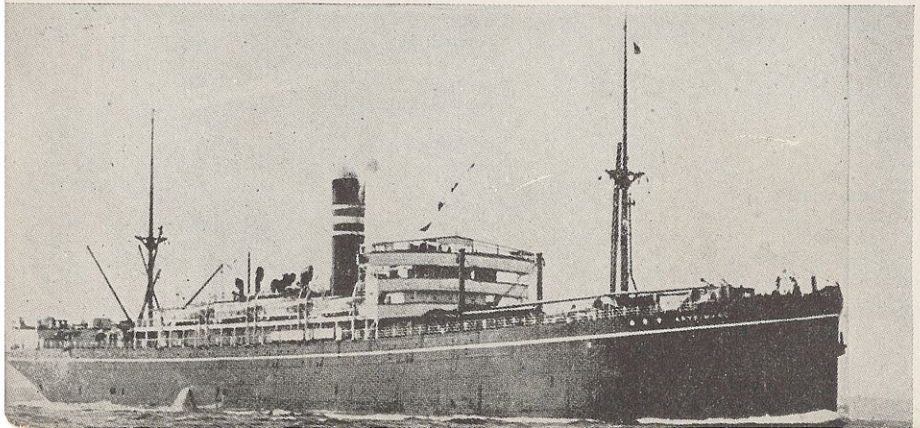
ANYO MARU

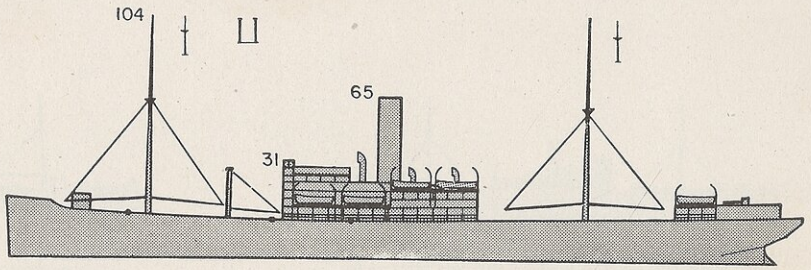
Tonnages:
Gross: 9,257 D. W.: 12,500
Length:
W. L. (B. P.): 460′ O. A.:
Beam: 60′
Drafts:
Loaded: 30′ Light: 11′
Speed:
Normal cruising: 12 Max.: 15¼

Constructed:
1913 Japan
Propulsion:
Machinery: Steam turbines
Screws: 2 I. H. P.: 7,452
N. H. P.: 1,157
R. P. M.: 99 @ Knots: 15¼
Fuel: Oil Capacity: 2,059 tons
Radius: 13,000 miles at 12 knots

Potential naval value: AP, AK, AG.
Remarks:

▼ ANYO MARU



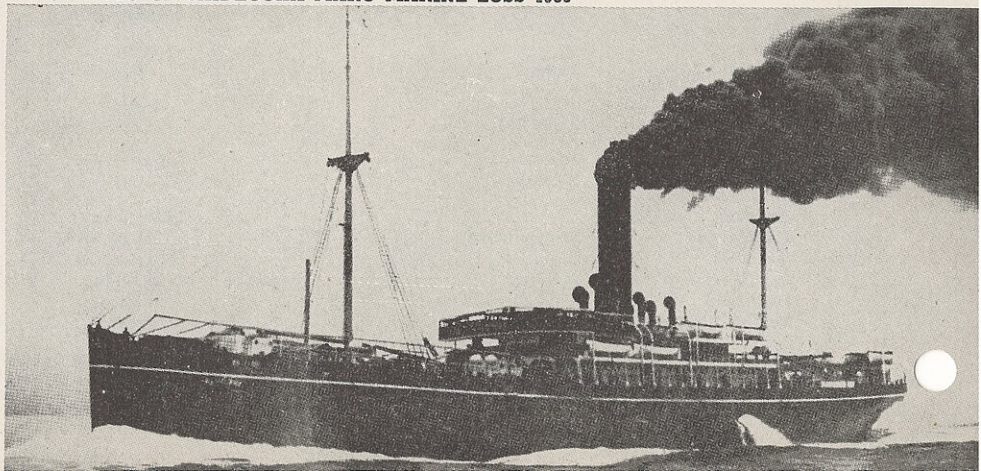


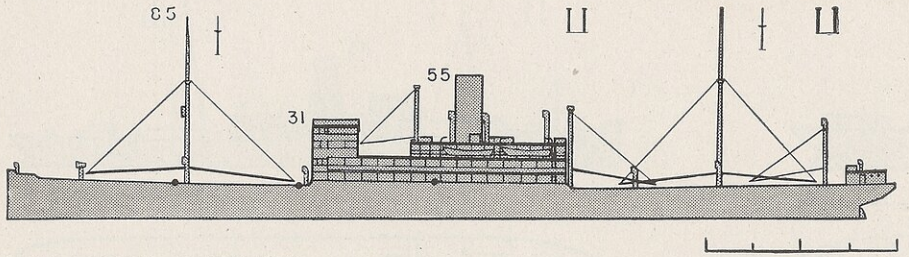
YOKOHAMA MARU

Tonnages:
Gross: 6,143 D. W.: 7,800
Length:
W. L. (B. P.): 400′ O. A.:
Beam: 50′
Drafts:
Loaded: 28′ Light: 11′ 5″
Speed:
Normal cruising: 11 Max.: 15
Potential naval value: AP, AK.
Remarks:

Constructed:
1912 Japan
Propulsion:
Machinery:
Screws: 2 I. H. P.: 5,510
N. H. P.: 632
R. P. M.: 91 @ Knots: 15 (trials)
Fuel: Coal Capacity: 2,333 tons
Radius: 16,000 miles at 11 knots

▼ PHOTO OF SHIDZUOKA MARU MARINE LOSS 1933



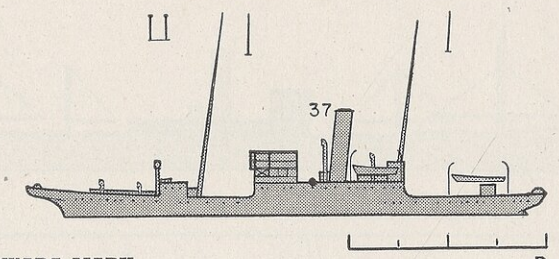


TEIYO MARU (ex SAARLAND)

Tonnages:
Gross: 6,870 D. W.: 9,500
Length:
W. L. (B. P.): 449′ O. A.:
Beam: 58′
Drafts:
Loaded: 26′ Light:
Speed:
Normal cruising: 12 Max.: 14

Constructed:
1924 Germany
Propulsion:
Machinery: Steam turbines
Screws: 1 N. H. P.:
R. P. M.: @ Knots: -
Fuel: Coal Capacity: 1,080 tons
Radius:

Potential naval value: AP, AK.
Remarks: Ex Hamburg-American Line vessel.



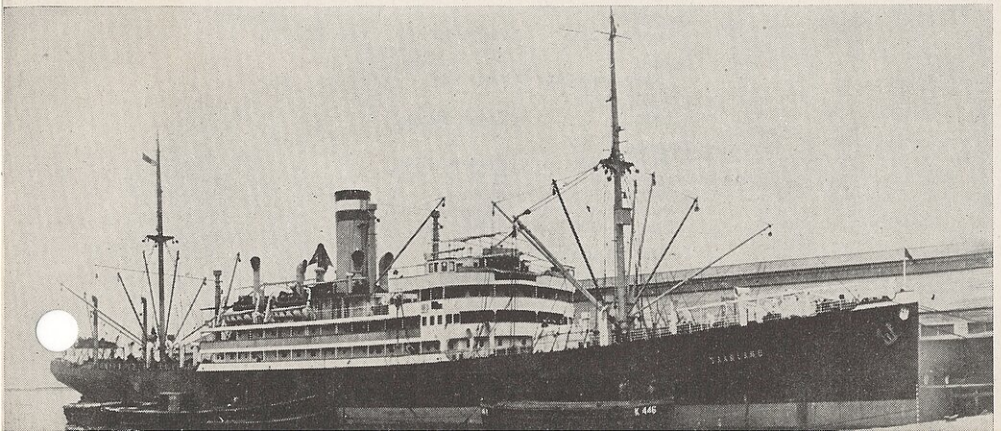
OGASAWARA MARU

Tonnages:
Gross: 1,404 D. W.:
Length:
W. L. (B. P.): 242′ O. A.:
Beam: 34′
Drafts:
Loaded: 16½′ Light:
Speed:
Normal cruising: 12 Max.:

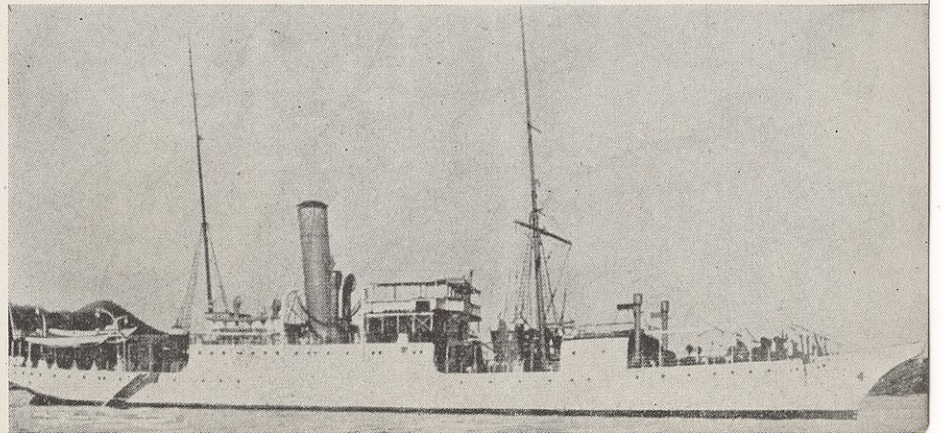
Constructed:
1906
Propulsion:
Machinery: Reciprocating
Screws: 2 N. H. P.: 176
R. P. M.: @ Knots:
Fuel: Coal Capacity:
Radius:

Potential naval value: ARC.
Remarks: Cable vessel.

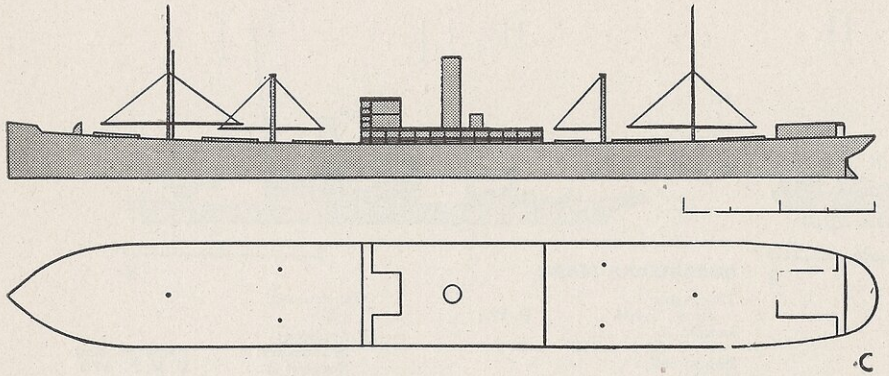
TEIYO MARU ▼



▼ OGASAWARA MARU



14 MKFKM - 14 KMFMK



TAMON MARU

Tonnages:
Gross: 8,156 D. W.: 13,065

Length:
W. L. (B. P.): 445' O. A.:

Beam: 58'

Drafts:
Loaded: 30' 3" Light: 11'

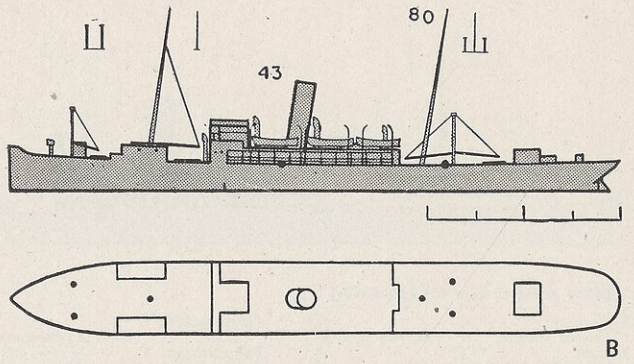
Speed:
Normal cruising: 10 Max.: 11

Constructed:
1919 Japan

Propulsion:
Machinery: Reciprocating
Screws: 2 N. H. P.: 703
R. P. M.: @ Knots:
Fuel: Coal Capacity: 2,006 tons
Radius: 11,000 miles at 10 knots

Potential naval value: AP, AK.

Remarks:



BIHUKU MARU

Tonnages:
Gross: 2,558 D. W.: 2,480

Length:
W. L. (B. P.): 312' O. A.:

Beam: 39'

Drafts:
Loaded: 21' Light: 12'

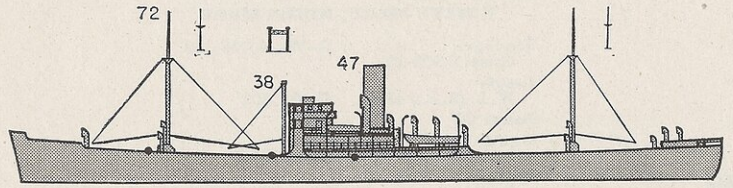
Speed:
Normal cruising: 11 Max.: 14

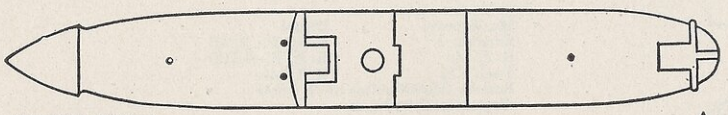
Constructed:
1898 Great Britain

Propulsion:
Machinery: Reciprocating
Screws: 1 N. H. P.: 377
R. P. M.: @ Knots:
Fuel: Coal Capacity: 435 tons
Radius: 2,800 miles at 11 knots.

Potential naval value: AP, AH

Remarks: HAKUAI MARU sister ship but MFM sequence.

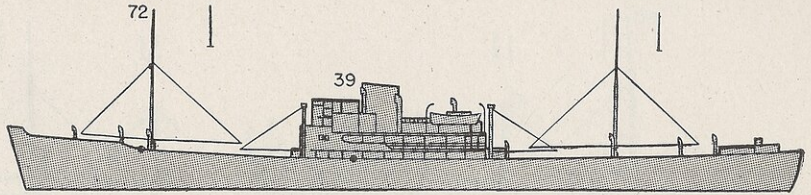


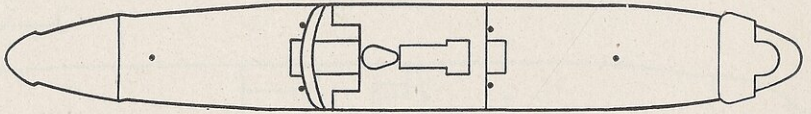


MANKO MARU
SENKO MARU

Tonnages:
Gross: 4,472 D. W.: 5,325
Length:
W. L. (B. P.): 364′ O. A.:
Beam: 51′
Drafts:
Loaded: 23′ 6″ Light: 10′
Speed:
Normal cruising: 14 Max.: 15½
Potential naval value: AP, AK.
Remarks:

Constructed:
1935 Japan
Propulsion:
Machinery: Steam turbines
Screws: 1 I. H. P.: 4,100
R. P. M.: @ Knots:
Fuel: Coal Capacity: 750 tons
Radius: 6,900 at 13 knots





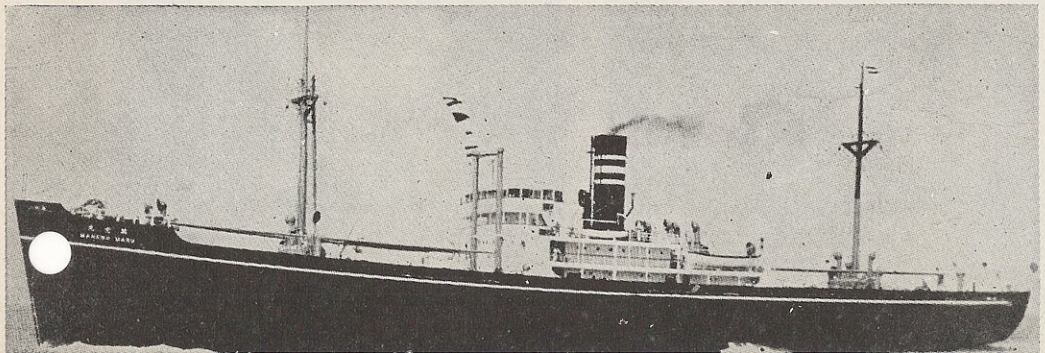
RAMB II

Tonnages:
Gross: 3,685 D. W.: 2,400
Length:
W. L. (B. P.): 363′ O. A.: 383′
Beam: 50′
Drafts:
Loaded: 18′ Light:
Speed:
Normal cruising: 17 Max.: 19

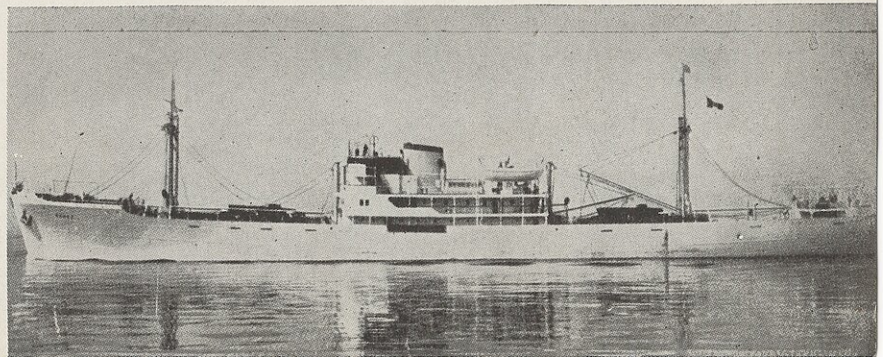
Constructed:
1937 Italy
Propulsion:
Machinery: Diesel
Screws: 2 N. H. P.: 1193
R. P. M.: @ Knots:
Fuel: Oil Capacity: 475 tons
Radius:

Potential naval value: ACL, AF.
Remarks: Italian (former) vessel requisitioned by Japanese.

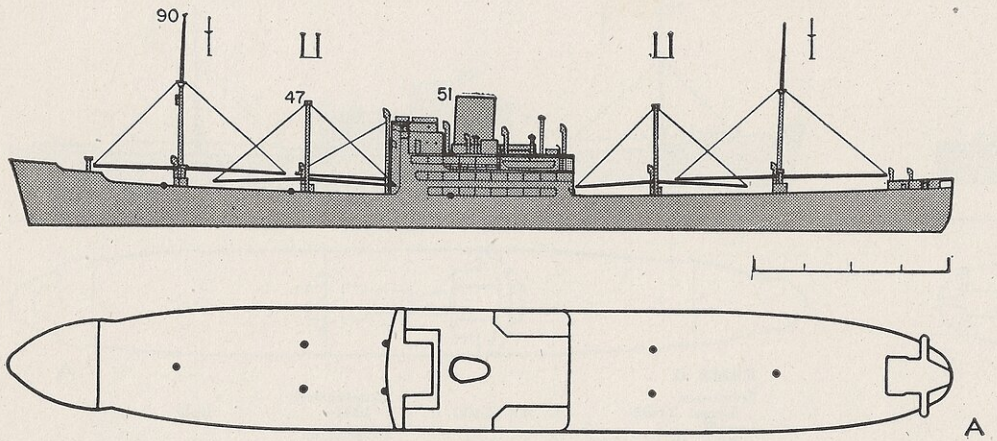
MANKO MARU ▼



RAMB II ▼



15 MKFKM



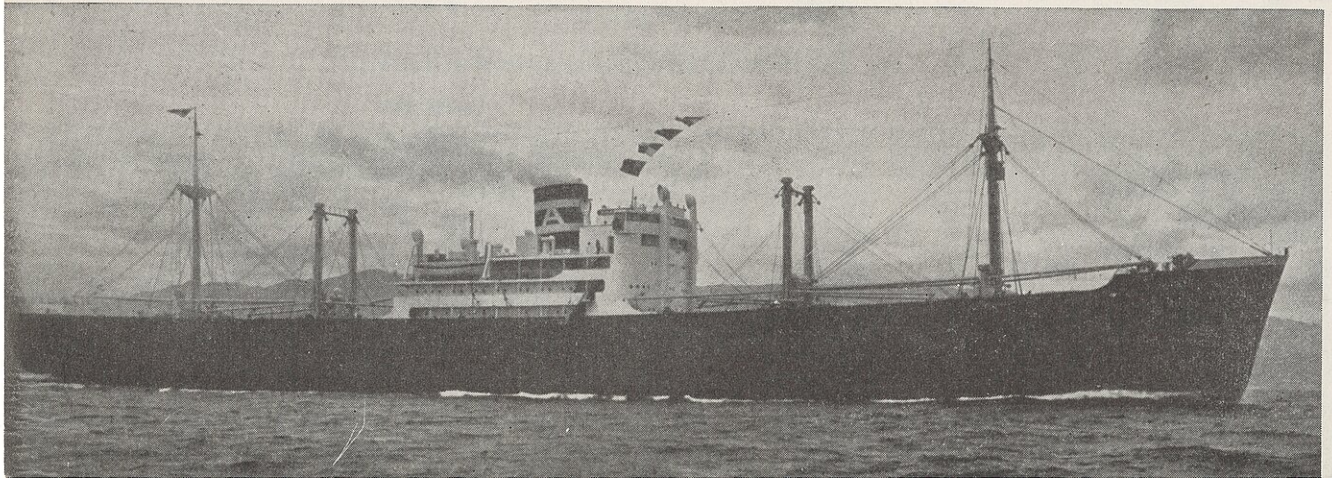
KAGA MARU
KINRYU MARU, KINKA MARU

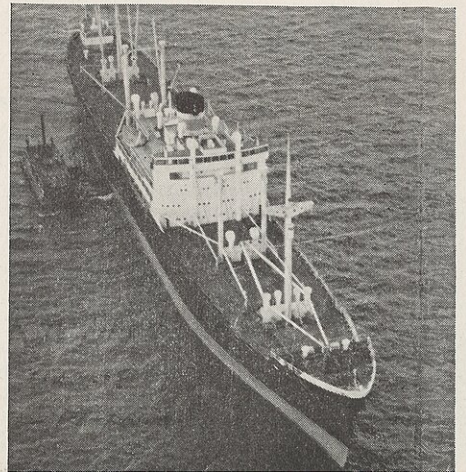
Tonnages: Gross: 9,305–10	D.-W.: 10,096–142
Length: W. L. (B. P.): 482′	O. A.: 502′
Beam: 62′	
Drafts: Loaded: 28′	Light: 12′ 6″
Speed: Normal cruising: 18	Max.: 22
Constructed: 1937–38–41	Japan
Propulsion: Machinery:	Diesel
Screws: 1	N. H. P.: 2,115
R. P. M.:	B. H. P.: 9,200
Fuel: Oil	@ Knots:
Radius: 35,000 miles at 18 knots	
Capacity: 2,840 tons	

Potential naval value: AV, ACL, AP, AK.

Remarks: Capable of mounting 5″ or 6″ guns. Other vessels of this class believed under construction.

ALL PHOTOS KINKA MARU



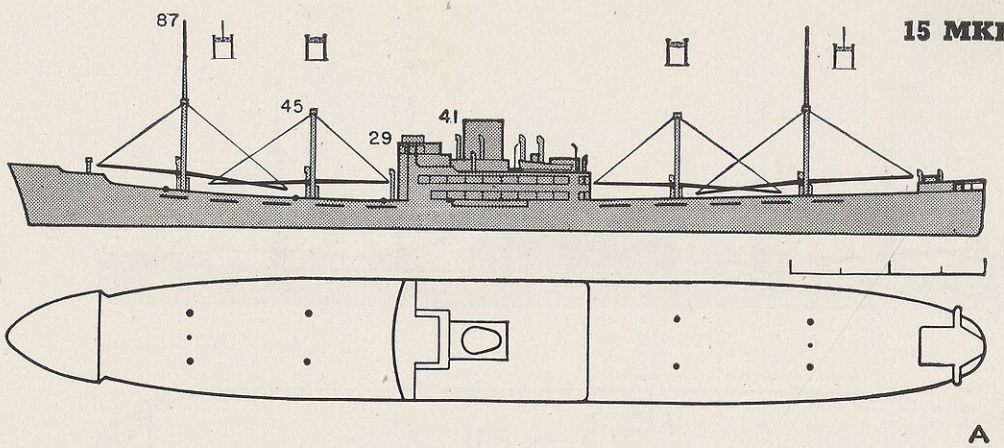


ONI 208-J RESTRICTED

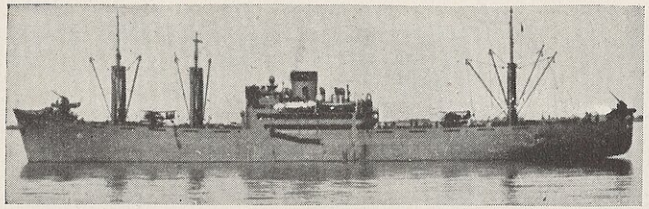
DIVISION OF NAVAL INTELLIGENCE—IDENTIFICATION AND CHARACTERISTICS SECTION

HIROKAWA MARU
KAMIKAWA MARU, KIMIKAWA MARU, KIYOKAWA MARU, KUNIKAWA MARU

Tonnages:
Gross: 6,853–72 D. W.: 9,800–45
Length:
W. L. (B. P.): 479′ O. A.: 508′
Beam: 62′
Drafts:
Loaded: 27′ Light: 12′
Speed:
Normal cruising: 16 Max.: 21
Constructed:
1937–40 Japan
Propulsion: Diesel
Machinery: N. H. P.: 1,850
Screws: 1 B. H. P.: 7,500
R. P. M.: 101 @ Knots: 16
R. P. M.: 119 @ Knots: 19
Fuel: Oil Capacity: 2,800 tons
Radius: 35,000 miles at 16 knots.
Potential naval value: AV, ACL, AK, AP. (KAMIKAWA MARU and KIYOKAWA MARU are AV's with after kingposts removed.)
Remarks: Strengthened for 5″ or 6″ guns.

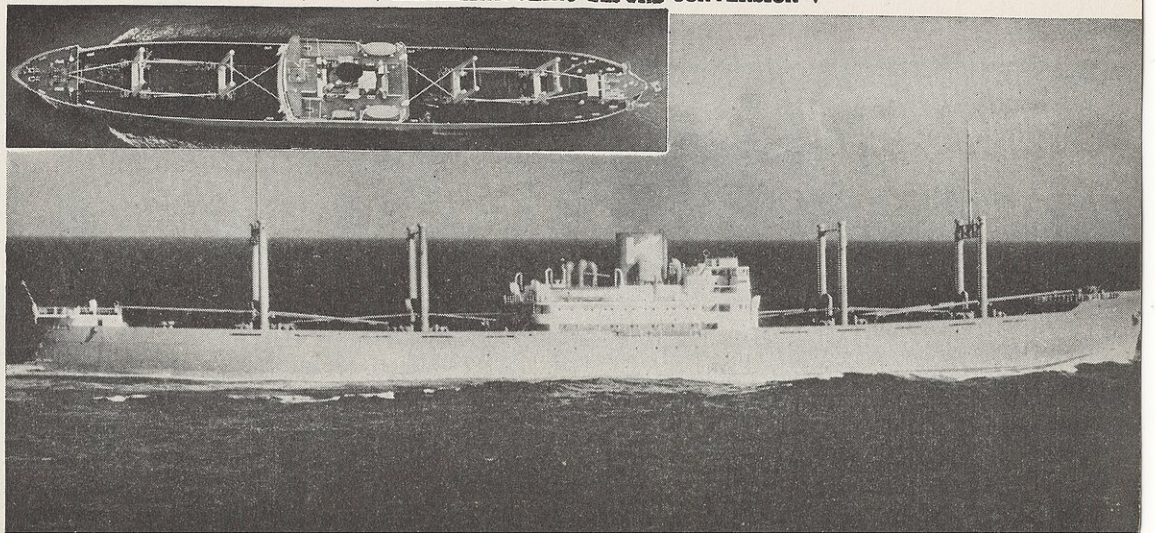


▼ KAMIKAWA MARU AFTER CONVERSION



▼ HIROKAWA MARU

▼ KAMIKAWA MARU BEFORE CONVERSION ▼



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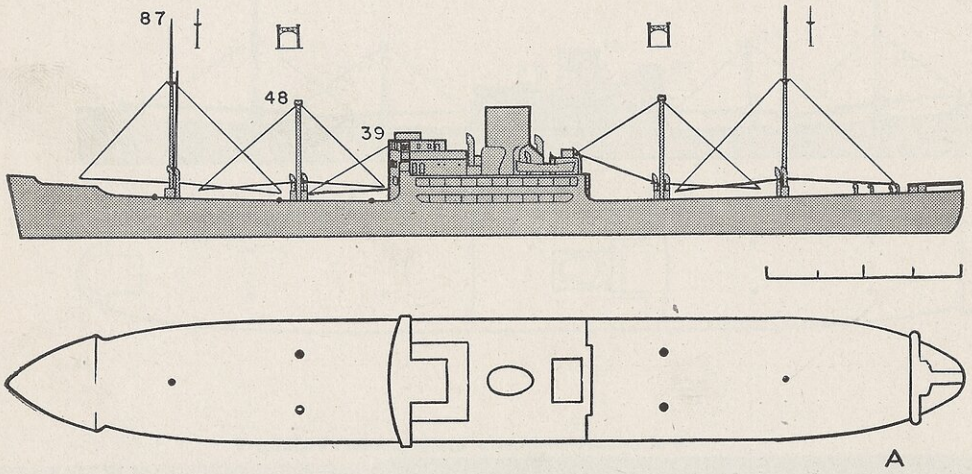


AZUMA MARU

Tonnages:
Gross: 6,646 D. W.: 9,166

Length:
W. L. (B. P.): 462′ O. A.: 485′

Beam: 62′

Drafts:
Loaded: 27′5″ Light: 13′

Speed:
Normal cruising: 16.5 Max.: 19

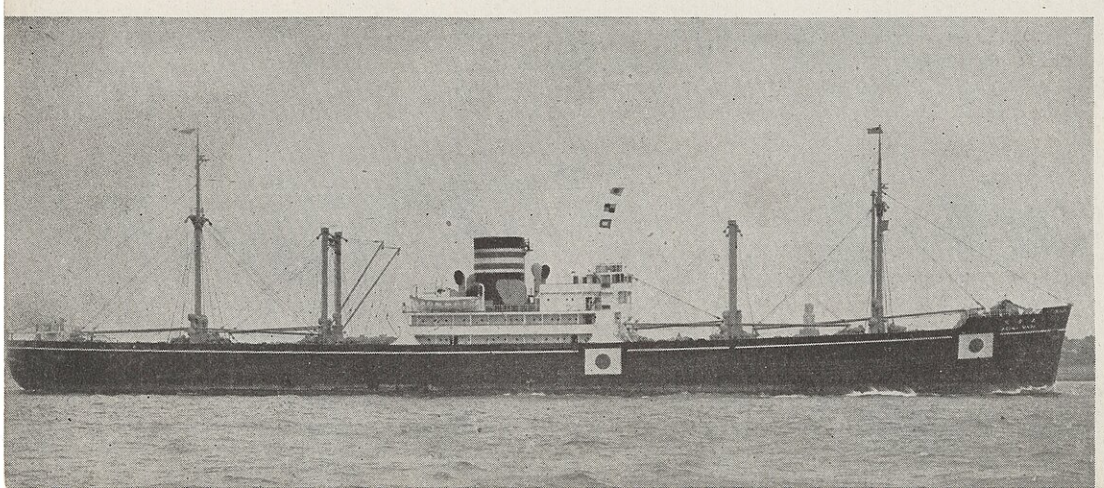
Constructed:
1938 Japan

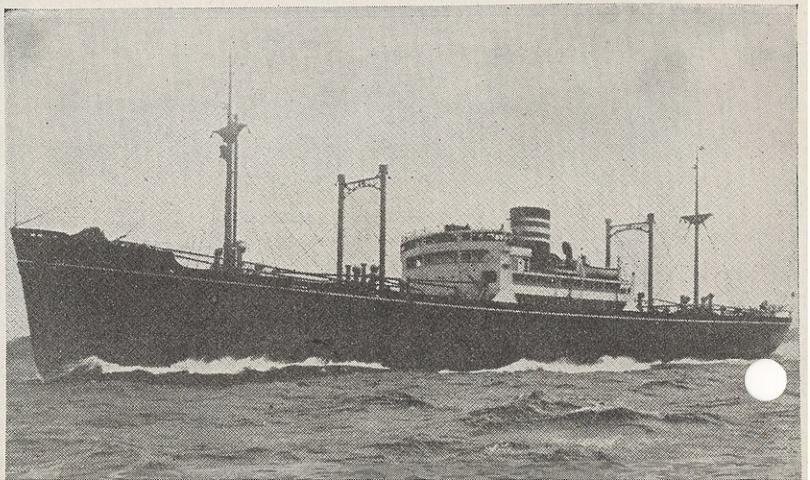
Propulsion:
Machinery: Diesel
Screws: 1 N. H. P.: 2,248
R. P. M.: @ Knots:
Fuel: Oil Capacity: 1,466 tons

Radius:

Potential naval value: ACV, ACL, AP, AK.

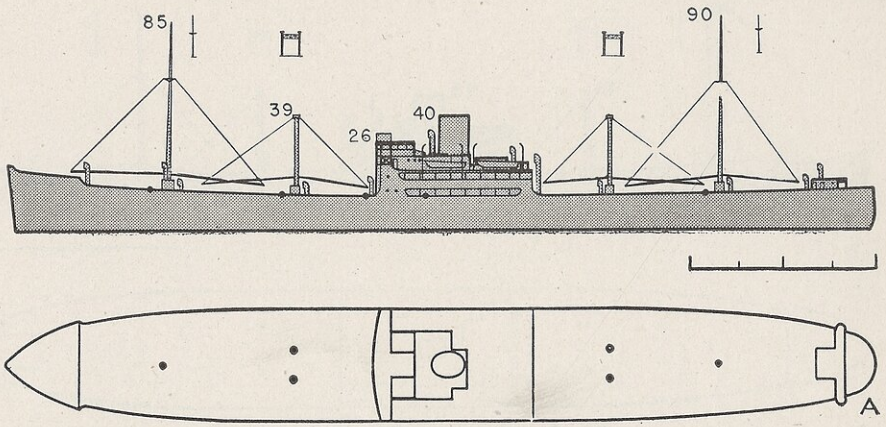
Remarks:

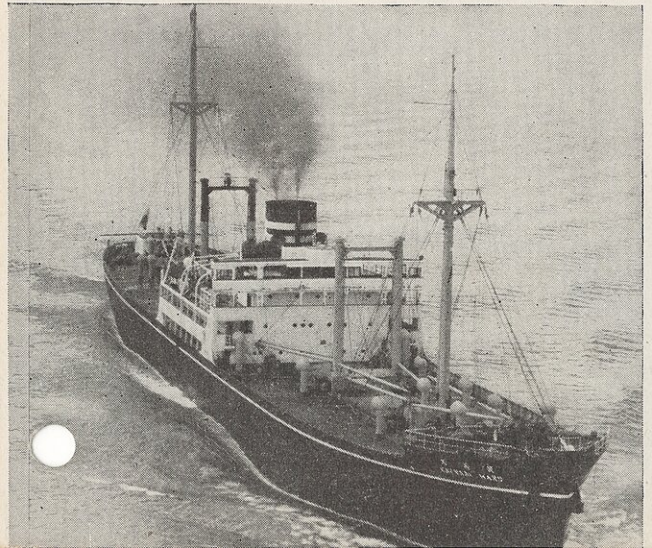




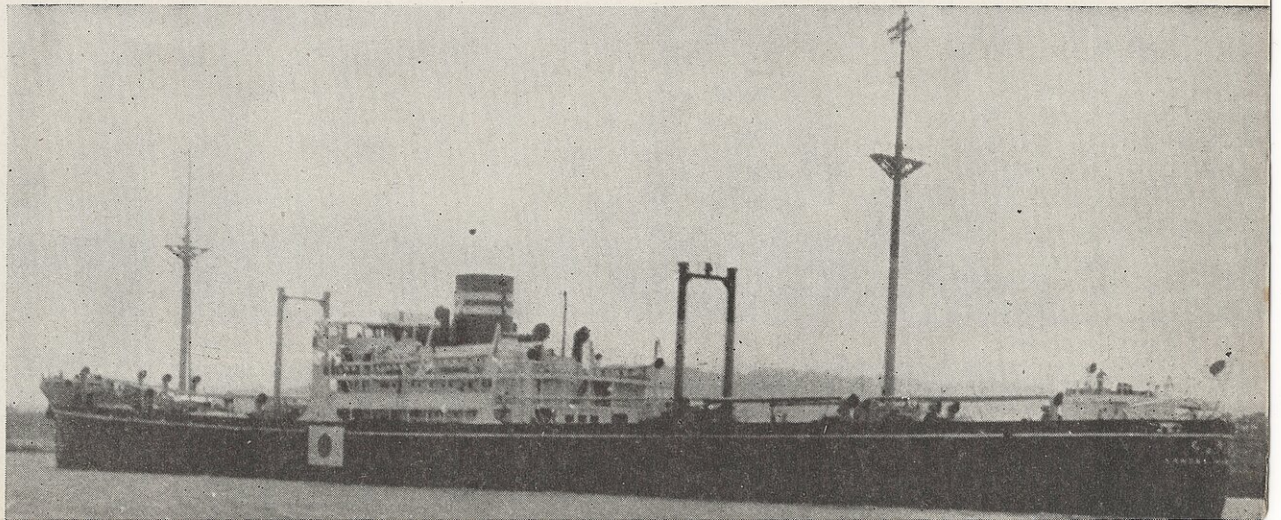
KANSAI MARU
KANTO MARU

Tonnages:
Gross: 8,607–14 D. W.: 10,774–9
Length:
W. L. (B. P.): 462′ O. A.:
Beam: 62′
Drafts:
Loaded: 28′ Light: 11′ 6″
Speed:
Normal cruising: 16 Max.: 18½
Constructed:
1930 Japan
Propulsion:
Machinery: Diesel
Screws: 2 N. H. P.: 2,350
B. H. P.: 7,500
R. P. M.: 130 @ Knots: 18
Fuel: Oil Capacity: 2,975 tons including deep tanks.
Radius: 38,000 miles at 16 knots.
Potential naval value: AP, AK, ACL, AV.
Remarks: Capable of mounting 5″ or 6″ guns. Eight watertight bulkheads.

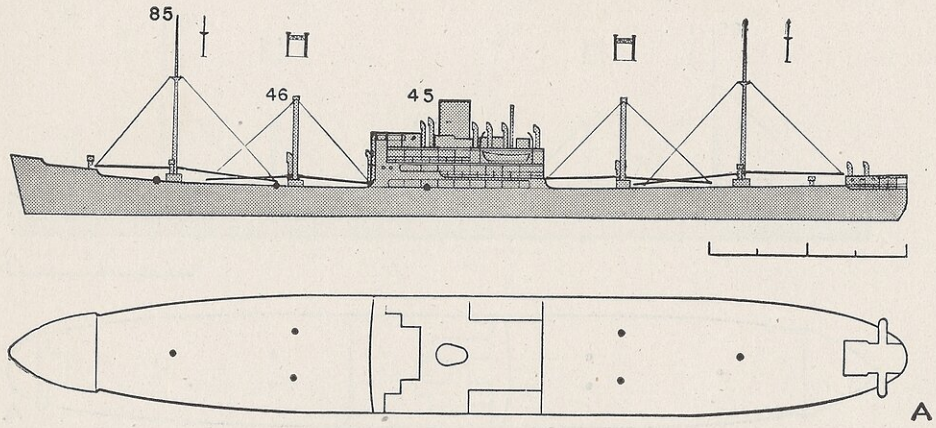




BOTH PHOTOS KANSAI MARU

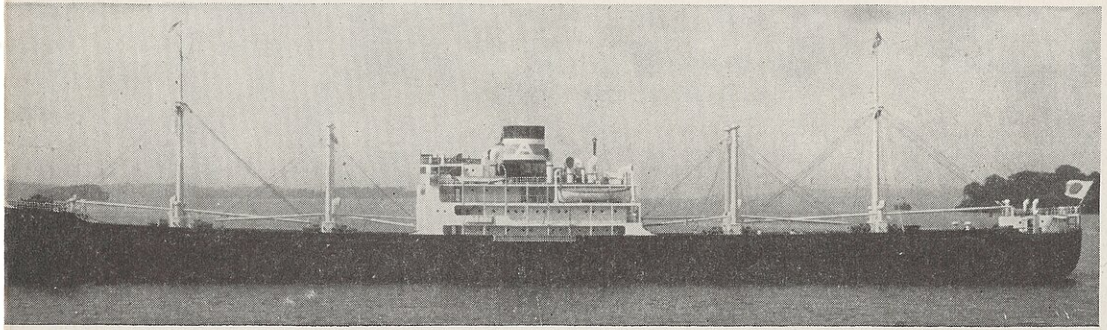


15 MKFKM

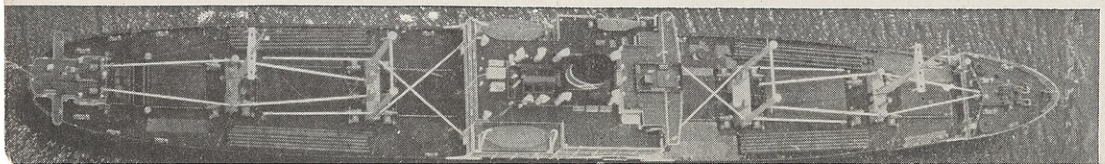


KASII MARU
KINUGASA MARU, KIYOSUMI MARU, KONGO MARU, KAGU MARU

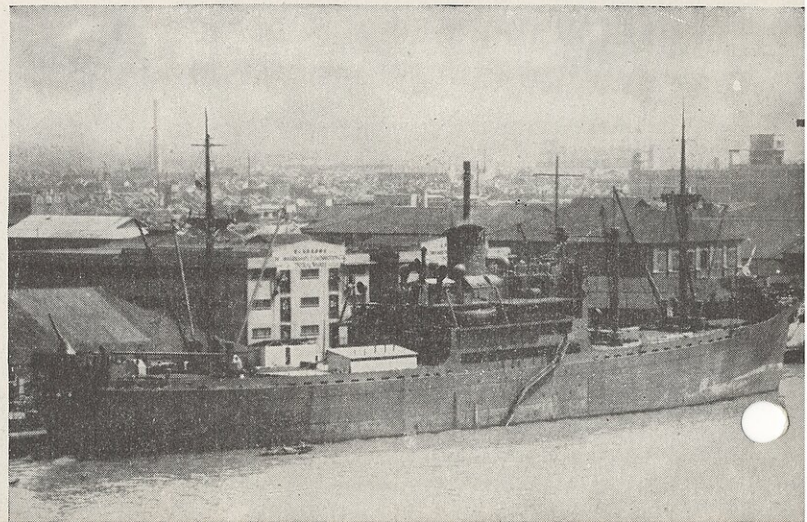
Tonnages:
Gross: 6,806,* D. W.: 9,206,*
8,407–624 9,400–849
Length:
W. L. (B. P.): 453′ O. A.: 477′
Beam: 61′
Drafts:
Loaded: 28′ Light: 12′
Speed:
Normal crusing: 16½ Max.: 19
Constructed:
1934–36 Japan
Propulsion:
Machinery: Diesel
Screws: 1 B. H. P.: 7,000
R. P. M.: 113 @ Knots: 19
Fuel: Oil Capacity: 2,850 tons including deep tanks
Radius: 34,000 miles at 16½ knots.
Potential naval value: AV, AP, AK, ACL.
Remarks: KAGU MARU, KINUGASA MARU, KIYOSUMI MARU reported operating as AV's. Capable of mounting 5″ or 6″ guns. KINUGASA—believed to be carrying oil in bulk

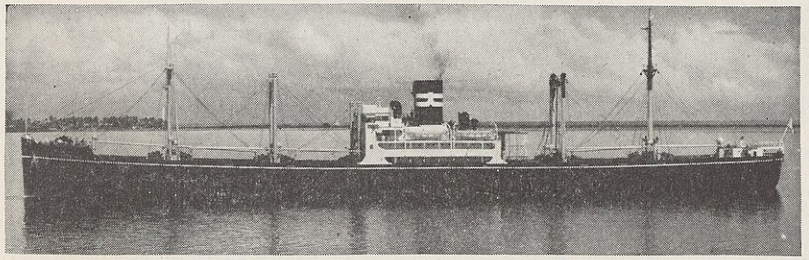


▲ KASII MARU ▼

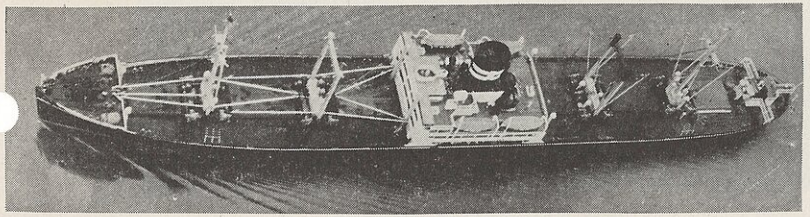


KINUGASA MARU AFTER CONVERSION ▶

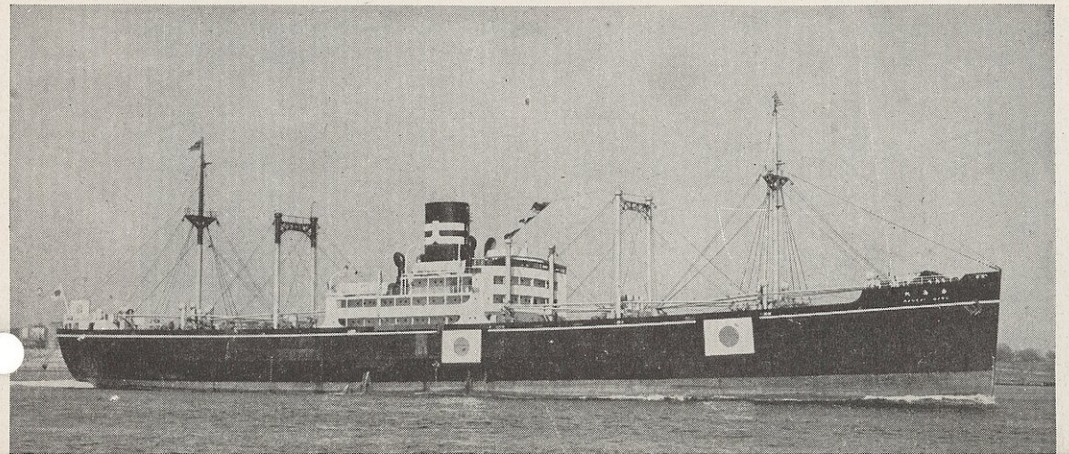


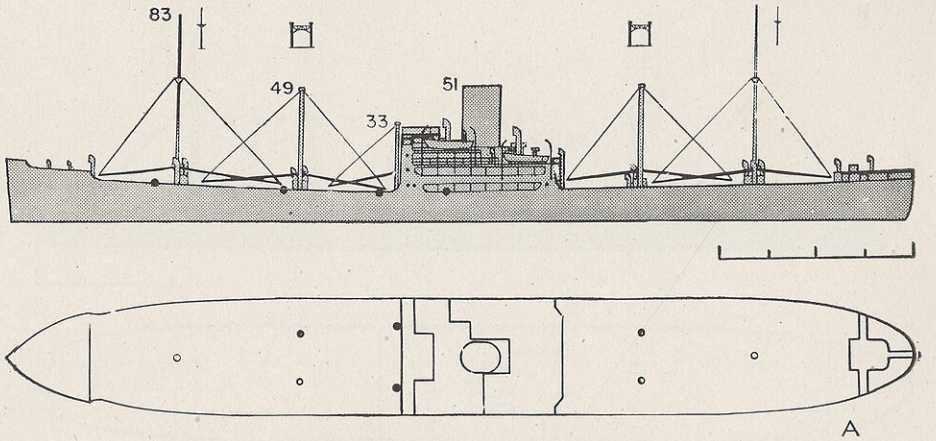


▼ SAN-YO MARU ▲ TOKAI MARU



▼ NANKAI MARU





HOKKAI MARU
HOKUROKU MARU, KINAI MARU, NANKAI MARU, SAN-YO MARU, TOKAI MARU

Tonnages:
Gross: 8,360–416 D. W.: 10,266–10,324

Length:
W. L. (B. P.): 445'-7' O. A.: 465'

Beam: 61'

Drafts:
Loaded: 28' Light: 11'

Speed:
Normal cruising: 16 Max.: 18

Constructed: 1930–33 Japan

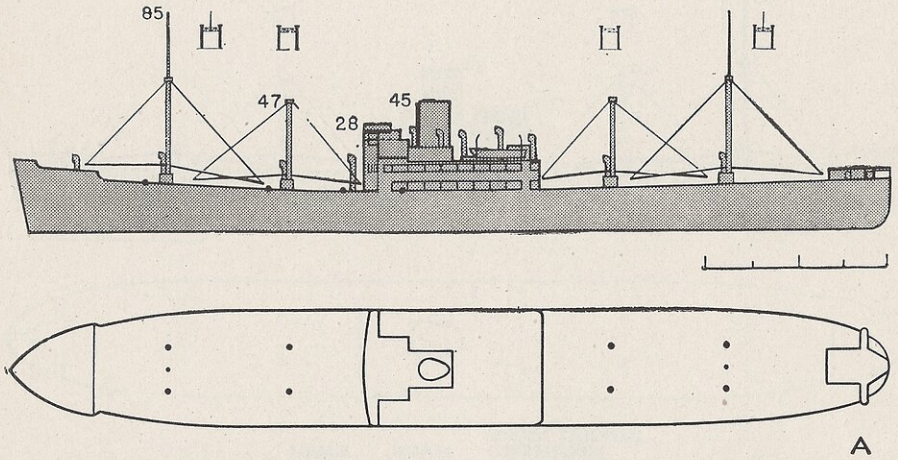
Propulsion:
Machinery: Diesel
Screws: 2 N. H. P.: 1,495 NANKAI MARU and HOKKAI MARU: N. H. P.: 1,678
R. P. M.: @ Knots:
Fuel: Oil Capacity: 3,150 tons including deep tanks.

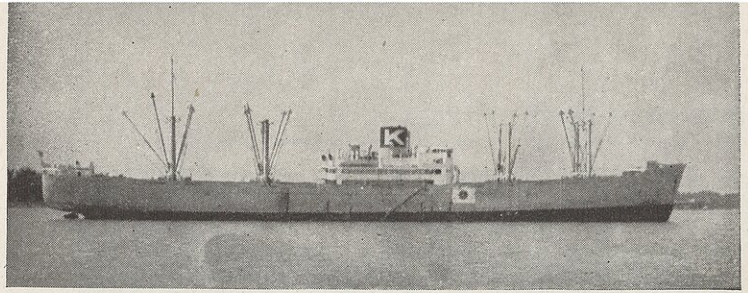
Radius: 38,500 miles at 16 knots

Potential naval value: ACL, AV, AP, AK.

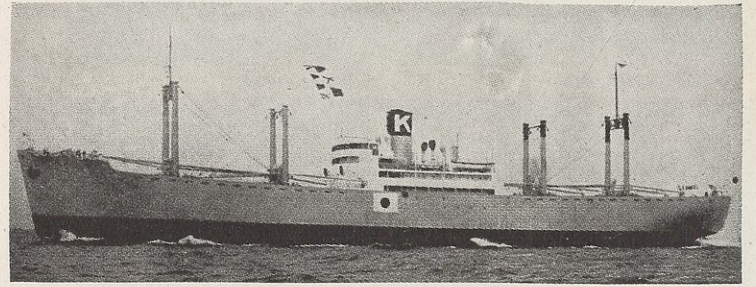
Remarks: Capable of mounting 5" or 6" guns.

15 MKFKM





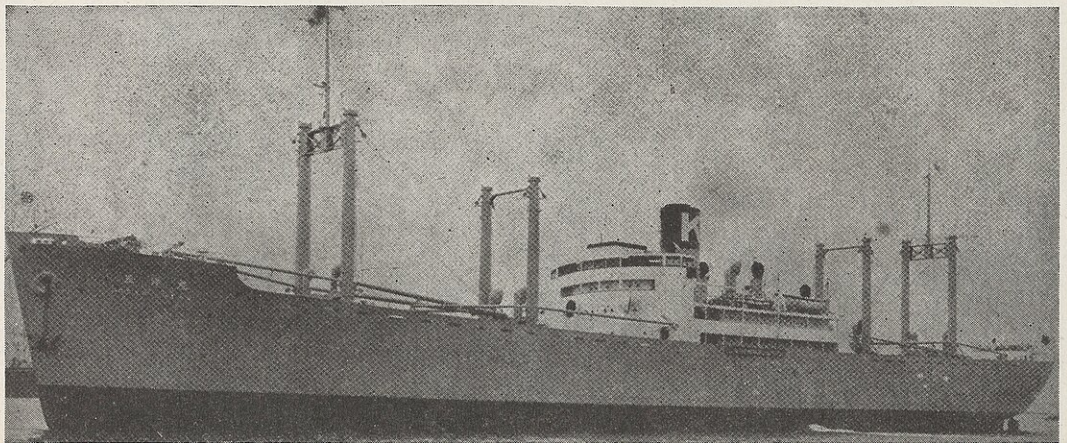
▲ GOSYU MARU ▼

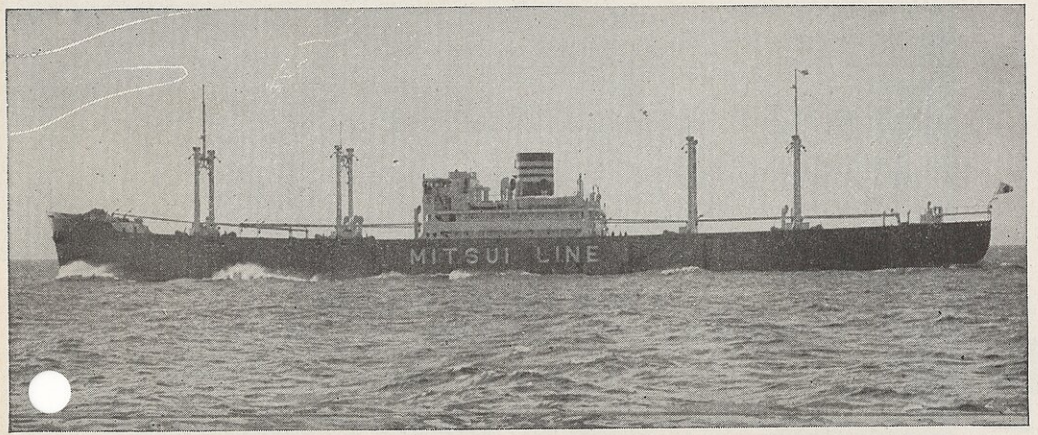


GOSYU MARU
GOYO MARU

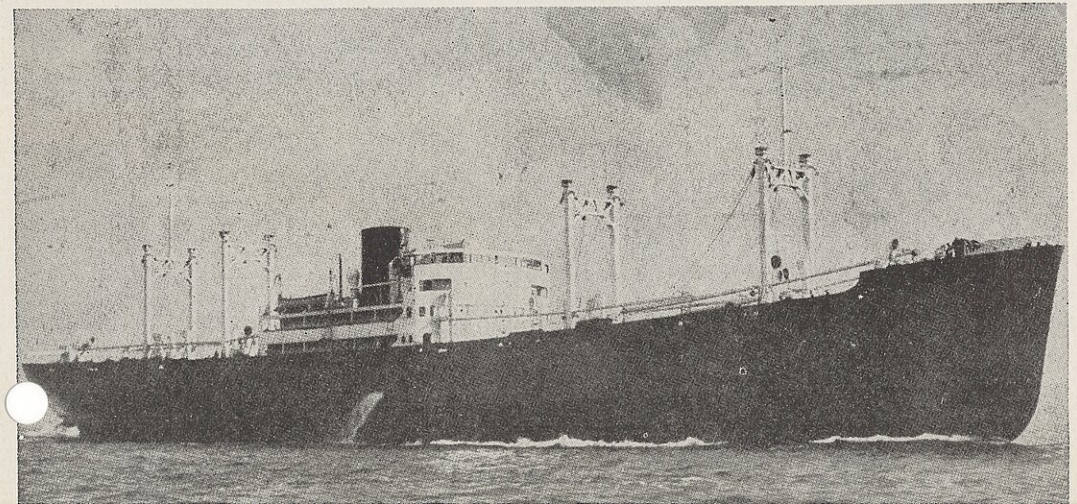
Tonnages:
Gross: 8,469–592 D. W.: 10,435
Length:
W. L. (B. P.): 443′ O. A.: 466′
Beam: 60′
Drafts:
Loaded: 28′ Light: 10′ 6″
Speed:
Normal cruising: 15 Max:. 17
Constructed:
1938–39 Japan
Propulsion:
Machinery: Steam turbines
Screws: 1 I. H. P.: 3,000
R. P. M.: 105 @ Knots: 13
R. P. M.: 112 @ Knots: 15½
Fuel: Oil Capacity: 2,750 including deep tanks
Radius: 23,500 miles at 15 knots.
Potential naval value: APV, AV, AP, AK, ACL. GOSYU MARU reported operating as APV.
Remarks: Capable of mounting 5″ or 6″ guns.

▼ GOYO MARU

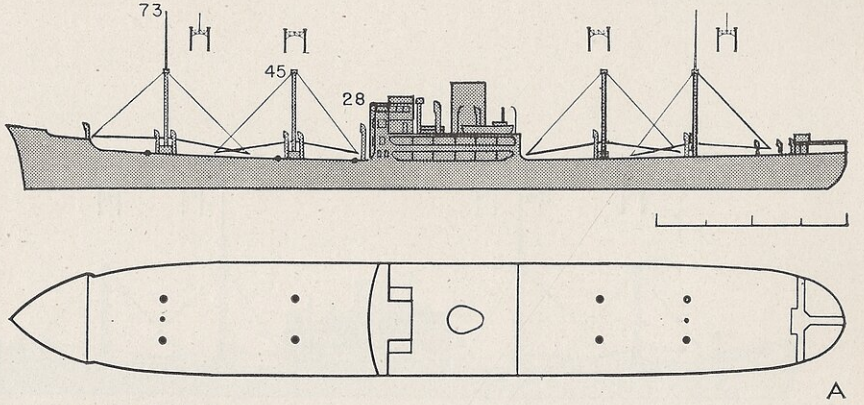




▼ HAKKAI MARU



▲ MYOKO MARU



A

HAKKAI MARU
MYOKO MARU

Tonnages:
Gross: 5,086–114 D. W.: 8303–19

Length:
W. L. (B. P.): 422′ O. A.:

Beam: 58′

Drafts:
Loaded: 24′ 6″ Light: 10′

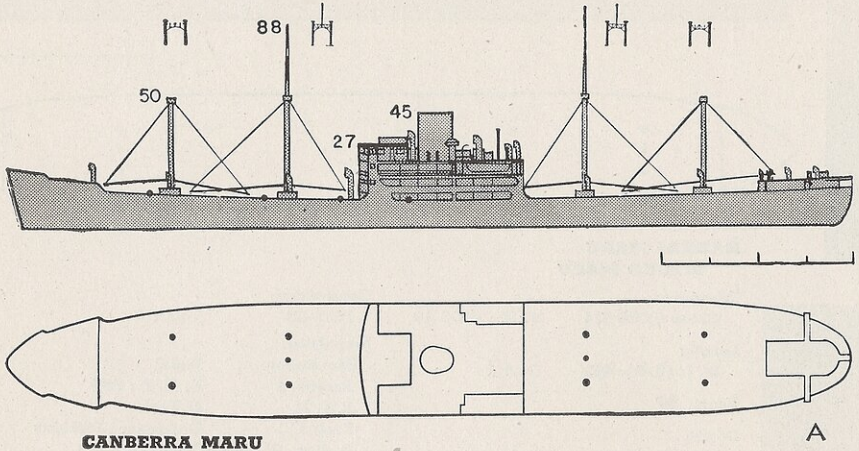
Speed:
Normal cruising: 14 Max.: 16½

Potential naval value: AP, AK, APV.
Remarks: Capable of mounting 5″ or 6″ guns.

Constructed:
1937–38 Japan

Propulsion:
Machinery: Diesel
Screws: 1 N. H. P.: 855
R. P. M.: @ Knots:
Fuel: Oil Capacity: 1,298 tons
Radius: 25,000 miles at 14 knots.

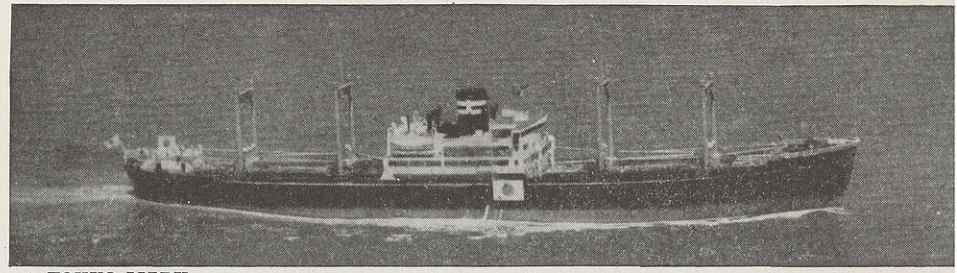
15 KMFMK



CANBERRA MARU
TOKYO MARU

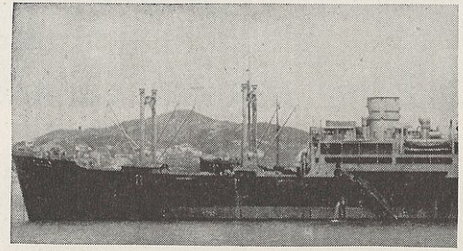
Tonnages:
Gross: 6,477–86 D. W.: 6,977–7,080
Length:
W. L. (B. P.): 425′ O. A.:
Beam: 57′
Drafts:
Loaded: 25′ 6″ Light: 12′
Speed:
Normal cruising: 16½ Max.: 19 (21)
Potential naval value: AP, AK, ACL.
Remarks:

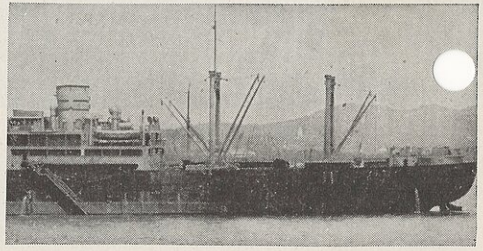
Constructed:
1936 Japan
Propulsion:
Machinery: Diesel
Screws: 1 N. H. P.: 1,231
R. P. M.: @ Knots:
Fuel: Oil Capacity: 962 tons
Radius:



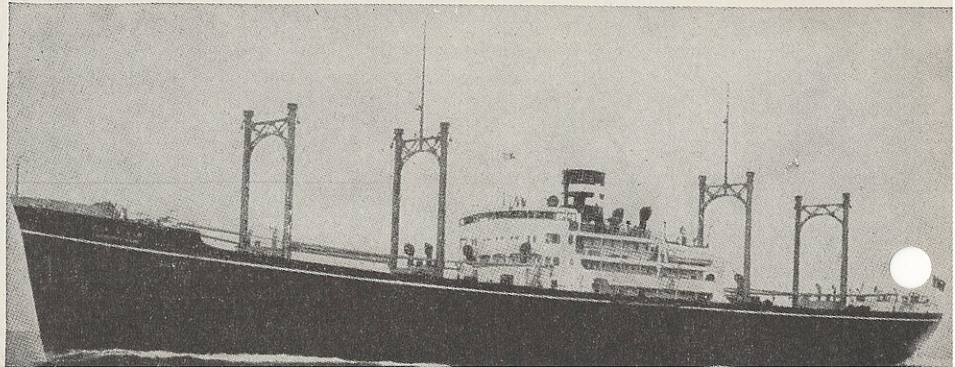
▲ TOKYO MARU

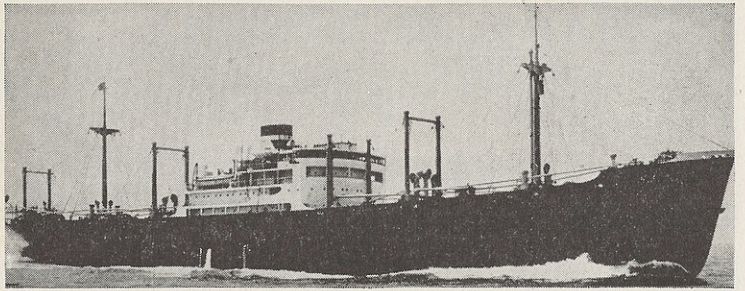
▼ TOKYO MARU AS A TRANSPORT ▼

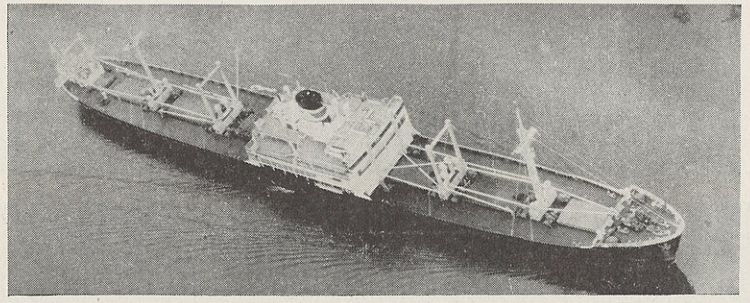


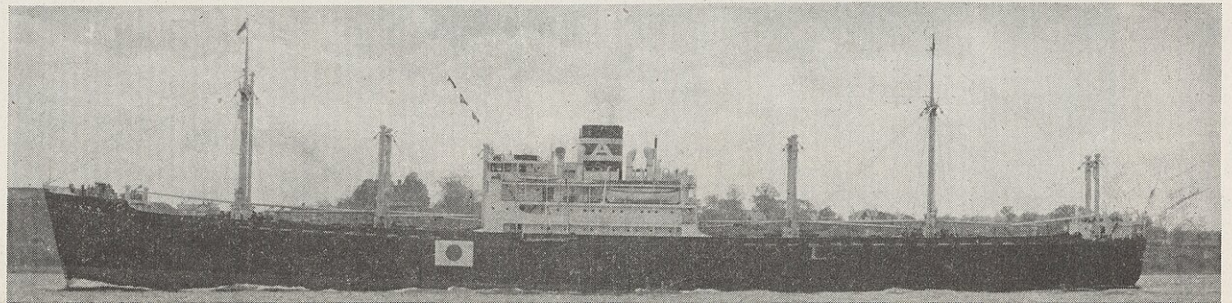


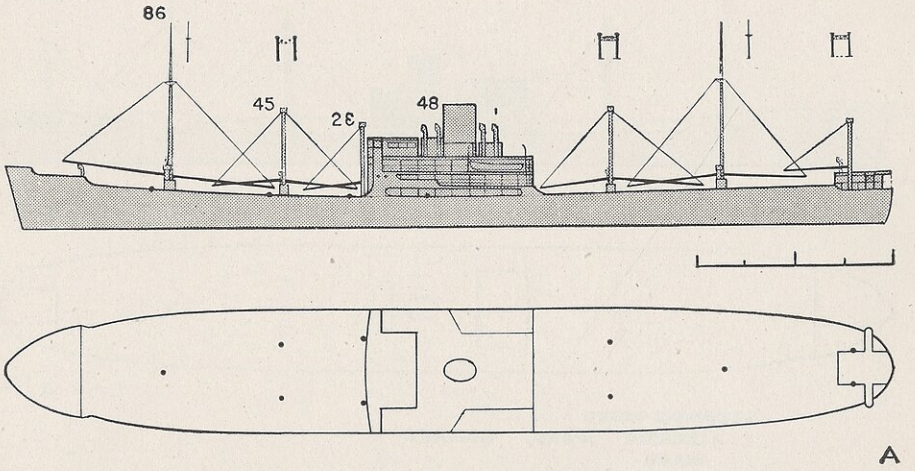
▼ CANBERRA MARU











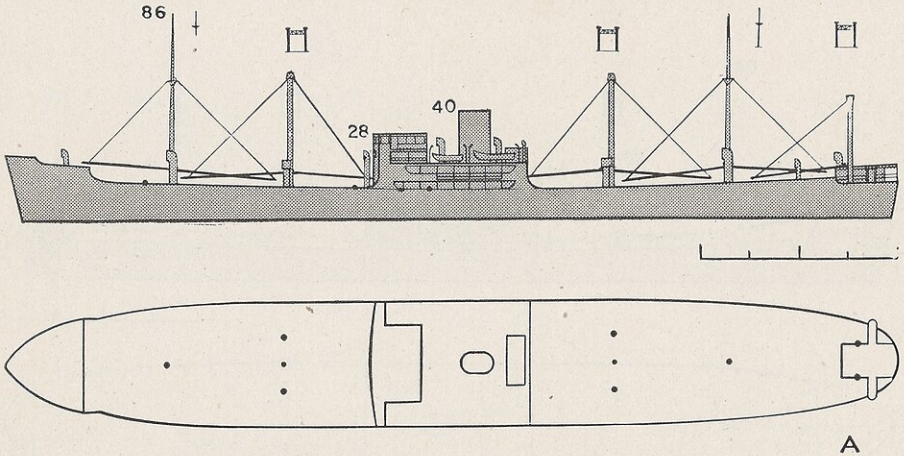
A

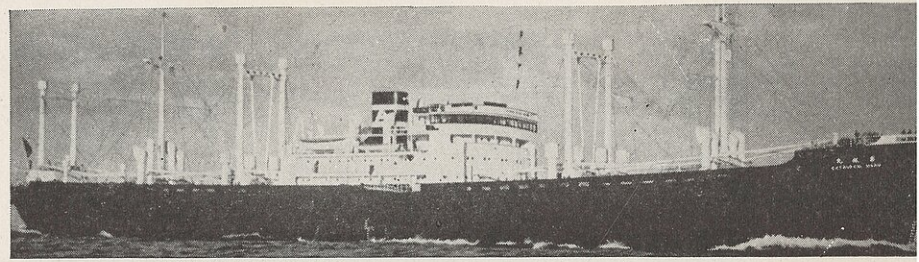
KANO MARU

Tonnages:	
Gross: 8,572	D. W.: 9,731
Length:	
W. L. (B. P.): 454′	O. A.: 477′
Beam: 61′	
Drafts:	
Loaded: 20′	Light: 11′ 6″
Speed:	
Normal cruising: 16	Max: 19
Constructed:	
1934	Japan
Propulsion:	
Machinery:	Diesel
Screws: 1	N. H. P.: 3,187 B. H. P.: 7,600
R. P. M.: 106	@ Knots: 16
Fuel: Oil	Capacity: 2,450 tons including deep tanks

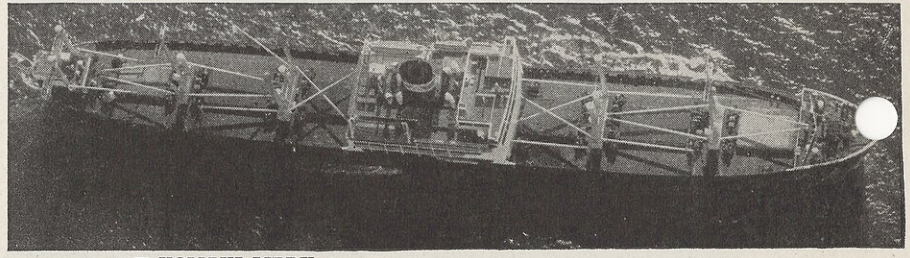
Radius: 29,000 miles at 16 knots.
Potential naval value: AP, AK, AV
Remarks: Capable of mounting four 5″ or 6″ guns.

15 MKFKMK

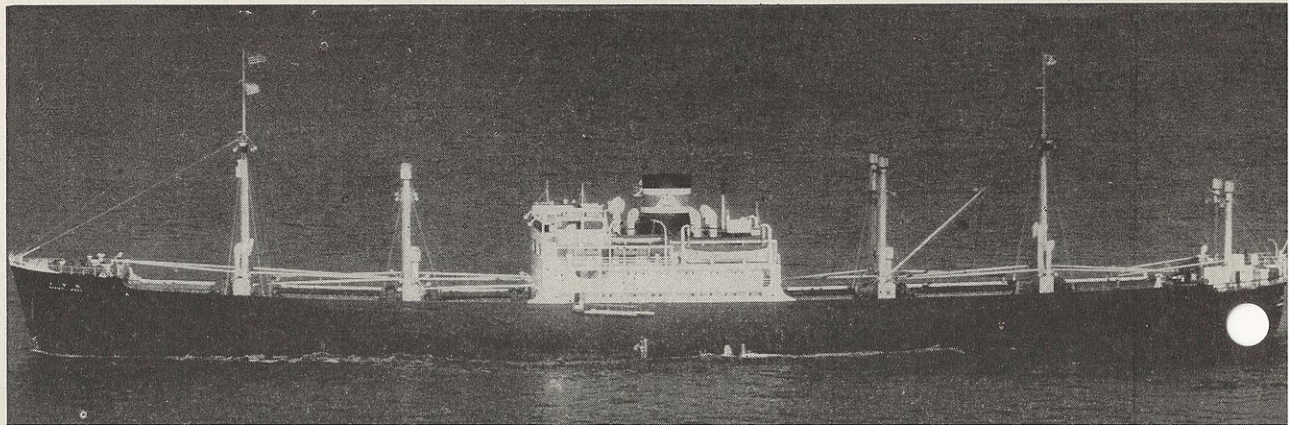




▲ KATURAGI MARU



▼ KOMAKI MARU ▲



KATURAGI MARU
KIRISIMA MARU, KOMAKI MARU

Tonnages:
Gross: 8,033–525 D. W.: 9,581–781

Length:
W. L. (B. P.): 443–446–454 O. A.: 466–77

Beam: 60–61

Drafts:
Loaded: 27′ C″ Light: 11′ 6″

Speed:
Normal cruising: 15½ Max.: 18½ (2C)

Constructed:
1931–33 Japan

Propulsion:
Machinery: Diesel
Screws: 1 N. H. P.: 814
R. P. M.: 104 @ Knots: 18
R. P. M.: 113 @ Knots: 19
R. P. M.: 123 @ Knots: 20
Fuel: Oil Capacity: 2,900 tons including deep tanks

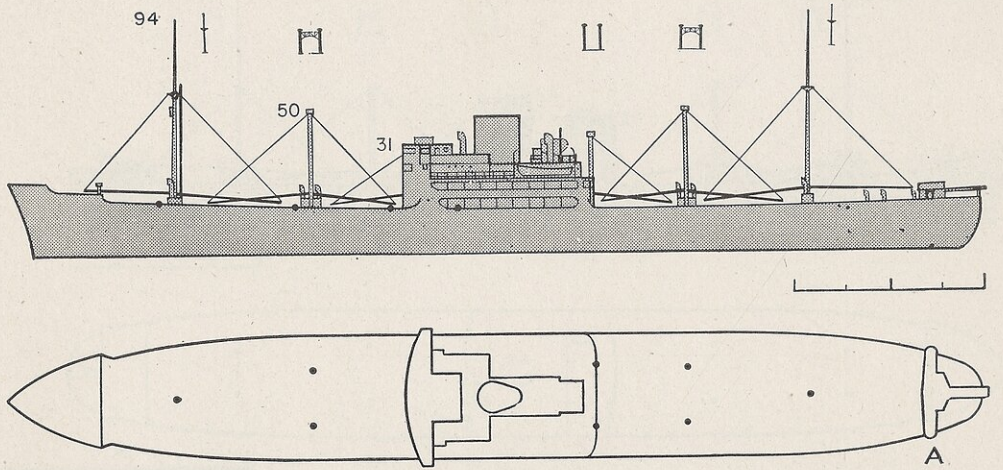
Radius: 38,000 miles at 15½ knots

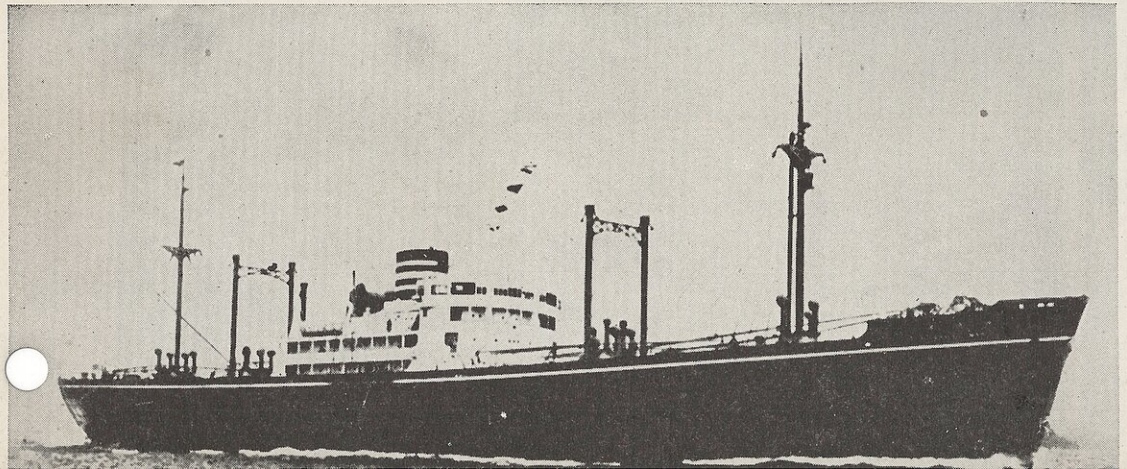
Potential naval value: AP, AK, AV.

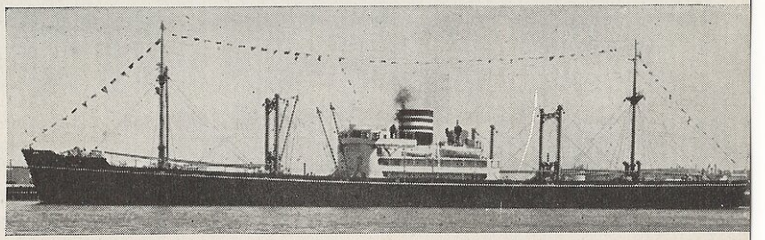
Remarks:

SADO MARU
SAGAMI MARU, SAGARA MARU, SAKITO MARU, SAKURA MARU, SANUKI MARU, SASAKO MARU

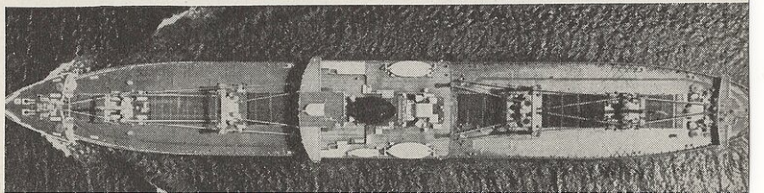
Tonnages:
Gross: 7,100–89 D. W.: 9,200–480
Length:
W. L. (B. P.): 480′ O. A.: 509′
Beam: 62′
Drafts:
Loaded: 28′ Light: 13′ 6″
Speed:
Normal crusing: 16 Max.: 20
Constructed:
1939–41 Japan
Propulsion:
Machinery: Diesel
Screws: 2 N. H. P.: 1960 I. H. P.: 9,600
R. P. M.: 120 @ Knots: 16
R. P. M.: 124 @ Knots: 17
R. P. M.: 145 @ Knots: 20
Fuel: Oil Capacity: 2,950 tons including deep tanks
Radius: 37,000 miles at 16 knots.
Potential naval value: ACL, APG, AP, AK, AV.
Remarks: Probably mounting 5″ or 6″ guns.



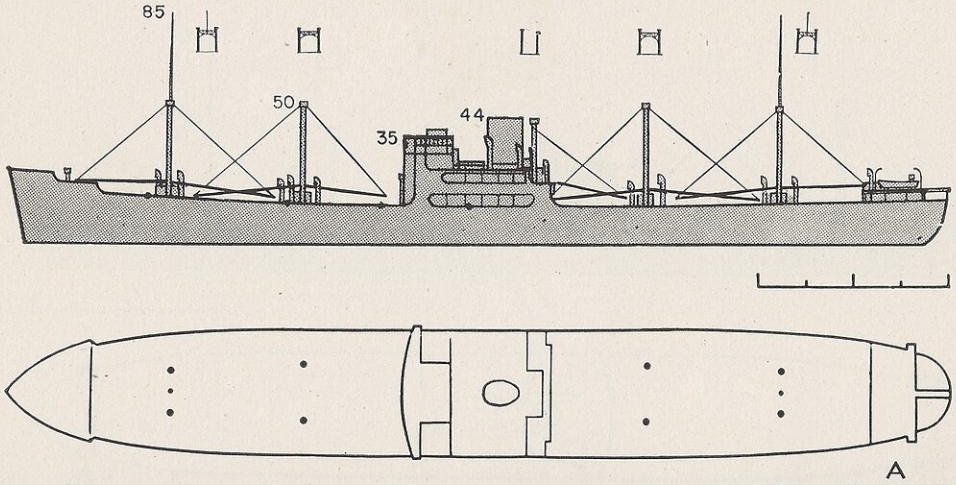




◀ SAKITO MARU ▲ ▼ SAGAMI MARU



15 MKFKKM



AOBASAN MARU
ASOSAN MARU

Tonnages:
Gross: 8,812 D. W.: 10,95-33

Length:
W. L. (B. P.): 453′ O. A.: 475′

Beam: 62′

Drafts:
Loaded: 29′ Light: 14′

Speed:
Normal cruising: 16 Max.: 18½

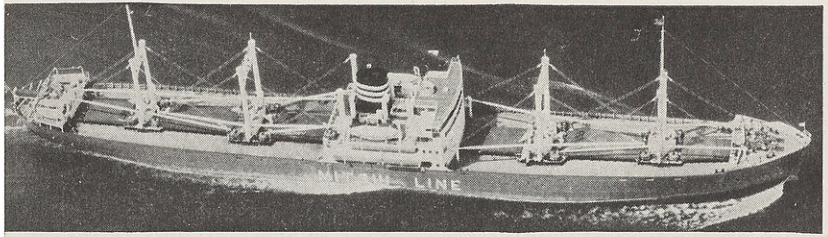
Constructed:
1935 Japan

Propulsion:
Machinery: Diesel
Screws: 1 N. H. P.: 1,230
B. H. P.: 7,600
R. P. M.: 109 @ Knots: 16
Fuel: Oil Capacity: 2,793 tons including deep tanks

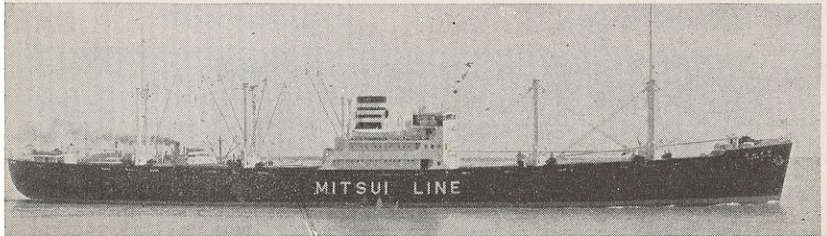
Radius: 38,000 miles at 16 knots

Potential naval value: ACL, AVE, AP, AK.

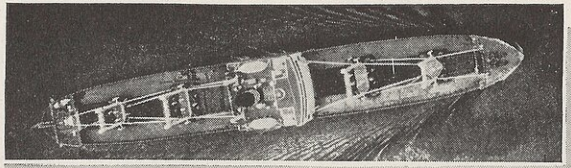
Remarks: Capable of mounting 5″ or 6″ guns.



▲ ▼ ASOSAN MRAU ▶



◀ AOBASAN MARU

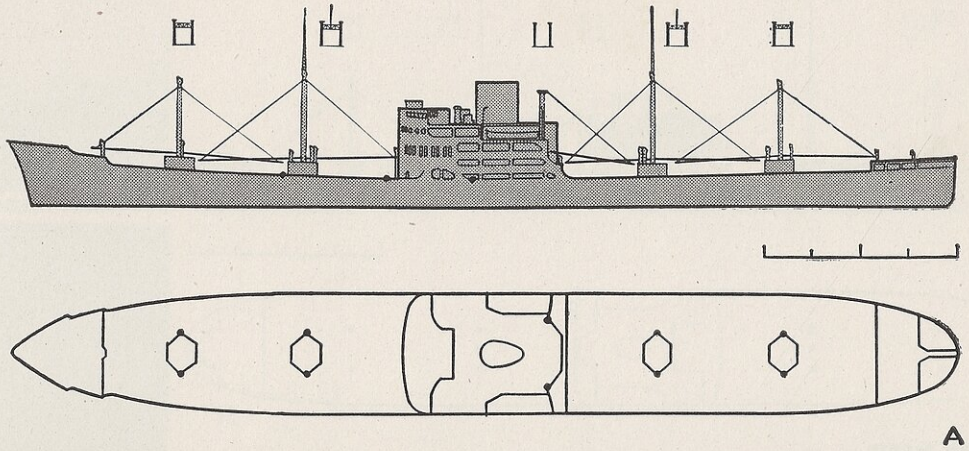


AWAZISAN MARU
AYATOSAN MARU

Tonnages:
Gross: 9,794–800 D. W.: 10,700–58
Length:
W. L. (B. P.): 476′ O. A.: 511′
Beam: 64′
Drafts:
Loaded: 29′ Light: 13′
Speed:
Normal crusing: 17 Max.: 20
Constructed:
1938–39 Japan
Propulsion:
Machinery: Diesel
Screws: 1 N. H. P.: 1,646
B. H. P.: 9,600
R. P. M.: @ Knots:
Fuel: Oil Capacity: 3,163 tons including deep tanks
Radius: 38,000 miles at 17 knots

Potential naval value: ACL, AV, AP, AK.

Remarks: Reported to have six gun mounts capable of mounting 5″ or 6″ guns.



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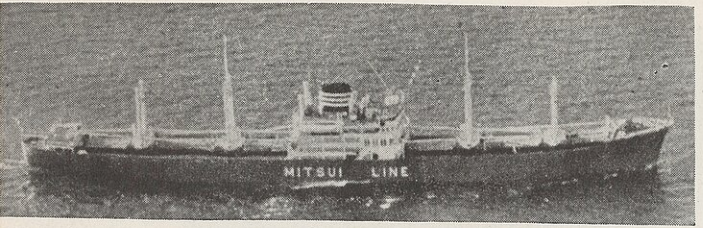
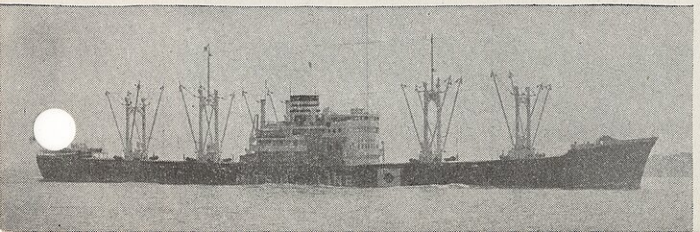
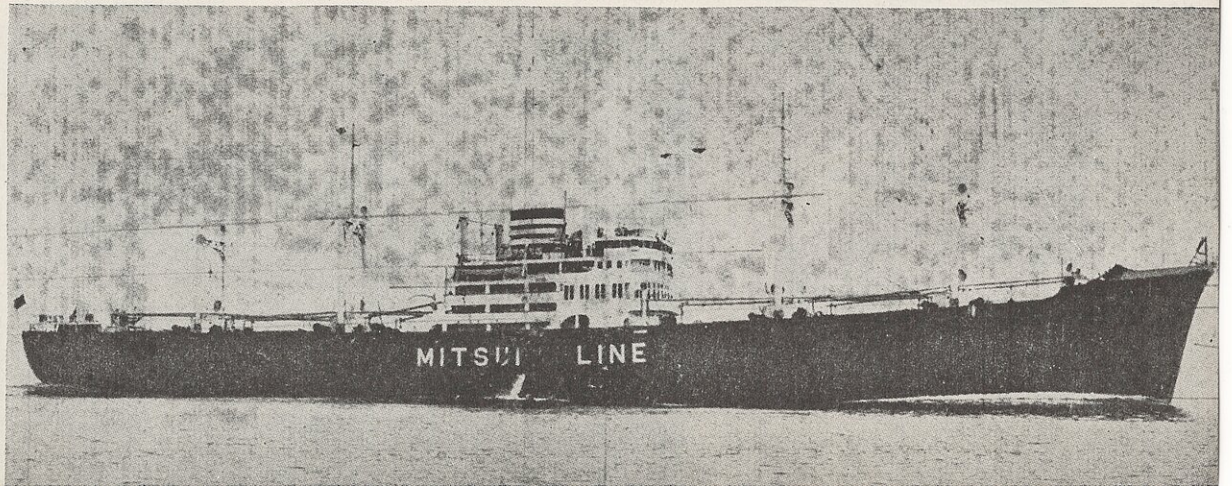
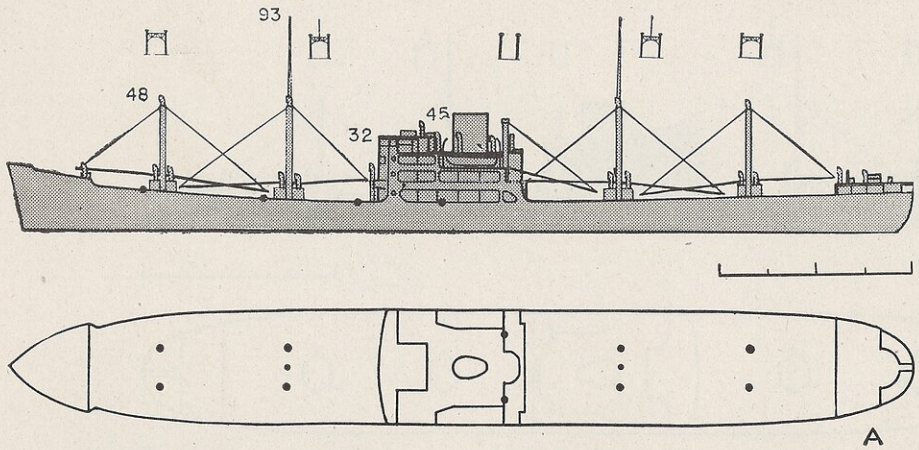


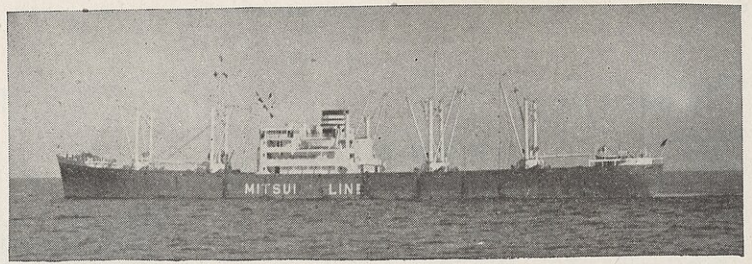
ALL PHOTOS AWAZISAN MARU



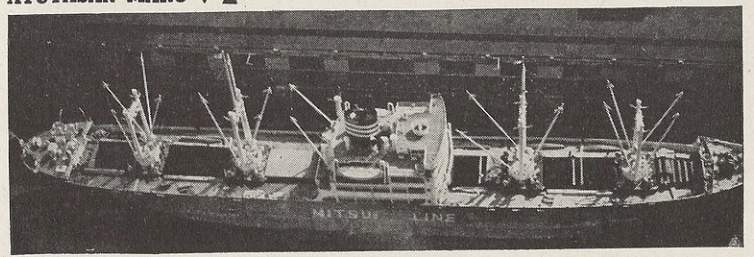


15 KMFKMK





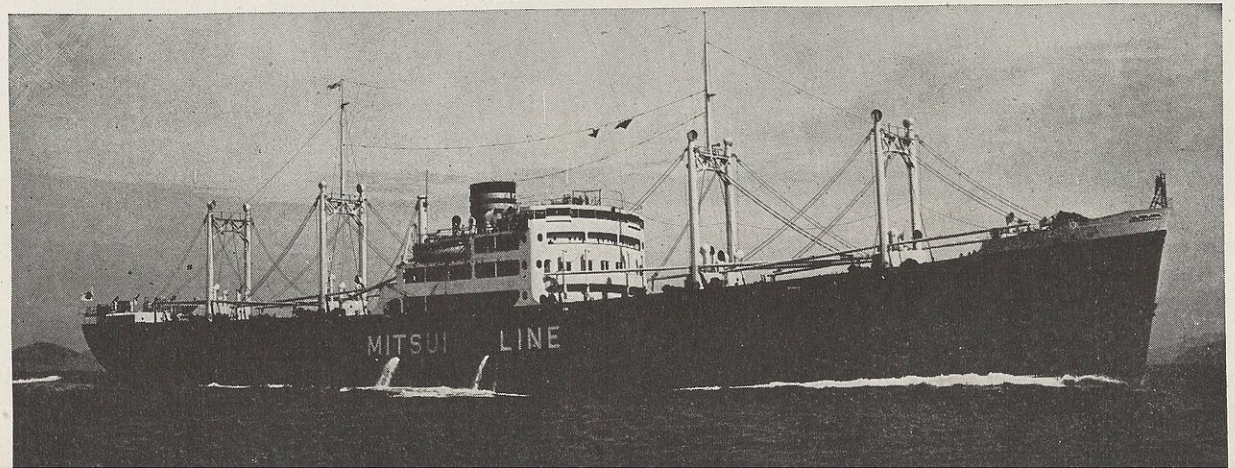
ATUTASAN MARU ▼ ▲



ASAKASAN MARU ▼

ARIMASAN MARU
ASAKASAN MARU, ATUTASAN MARU

Tonnages:
Gross: 8,663–702 D. W.: 10,462–523
Length:
W. L. (B. P.): 450–455 O. A.: 477′
Beam: 62′
Drafts:
Loaded: 21′ Light: 12′
Speed:
Normal cruising: 16 Max.: 19
Constructed:
1937– Japan
Propulsion:
Machinery: Diesel
Screws: 1 N. H. P.: 1,230
B. H. P.: 7,600
I. H. P.: 8,500
R. P. M.: 95 @ Knots: 16
Fuel: Oil Capacity: 3,948 tons including deep tanks
Radius: 47,000 miles at 16 knots
Potential naval value: ACL, AP, AK, AV.
Remarks: Mounts four 5″ or 6″ guns.



NINGPO

Tonnages:
Gross: 6,079 D. W.: 10,100

Length:
W. L. (B. P.): 462' O. A.:

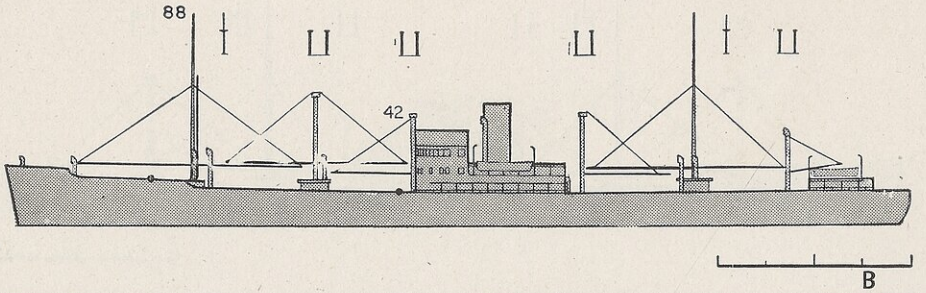
Beam: 62'

Drafts:
Loaded: 28' Light:

Speed:
Normal cruising: 15 Max.: 17

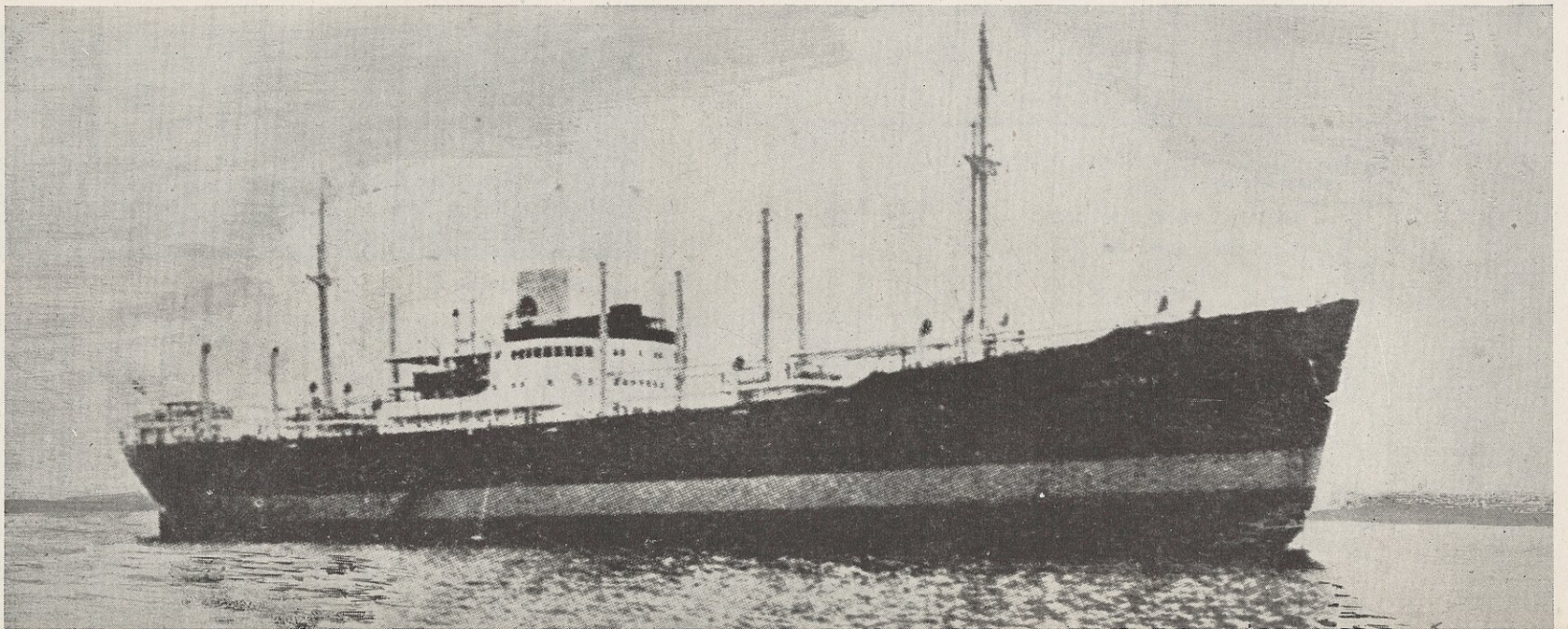
Constructed:
1938 Sweden

Propulsion:
Machinery: Diesel
Screws: 2 N. H. P.: 1,282
R. P. M.: @ Knots:
Fuel: Oil Capacity:
Radius:

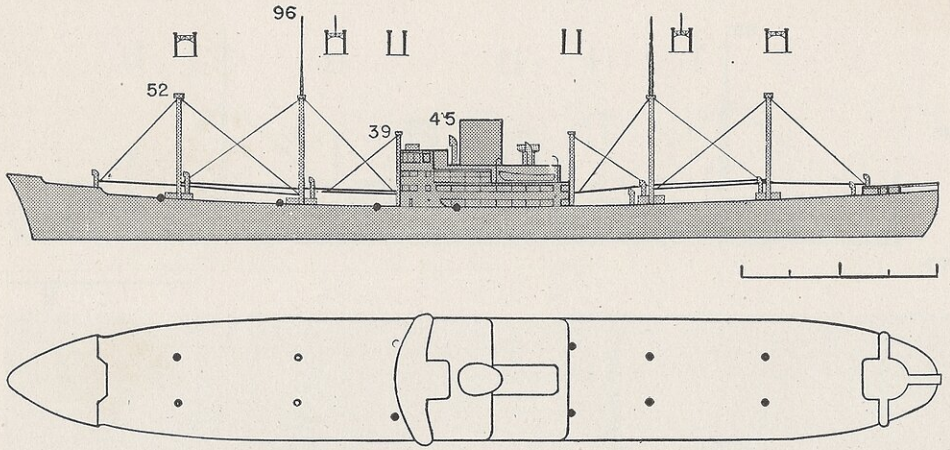


Potentiel naval value: AK, AP.

Remarks: Former Swedish vessel which may have been salvaged by Japanese.



15 KMKFKMK -



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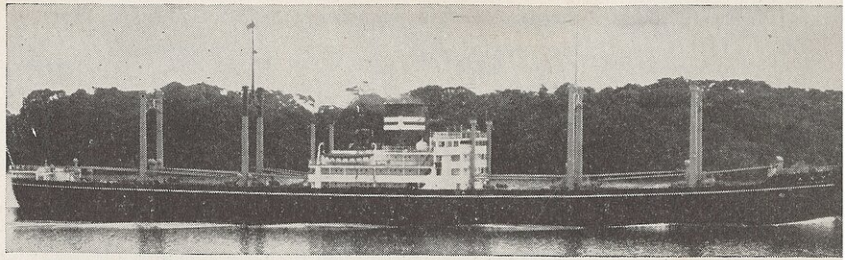
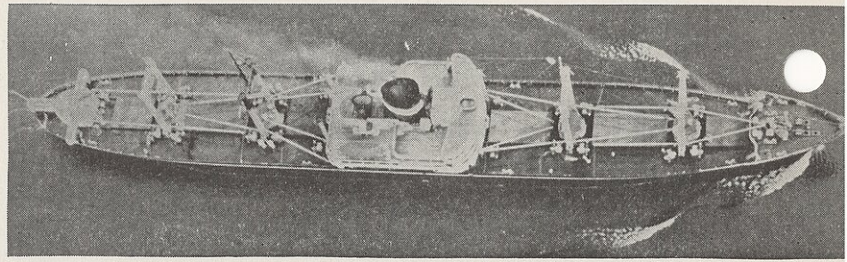
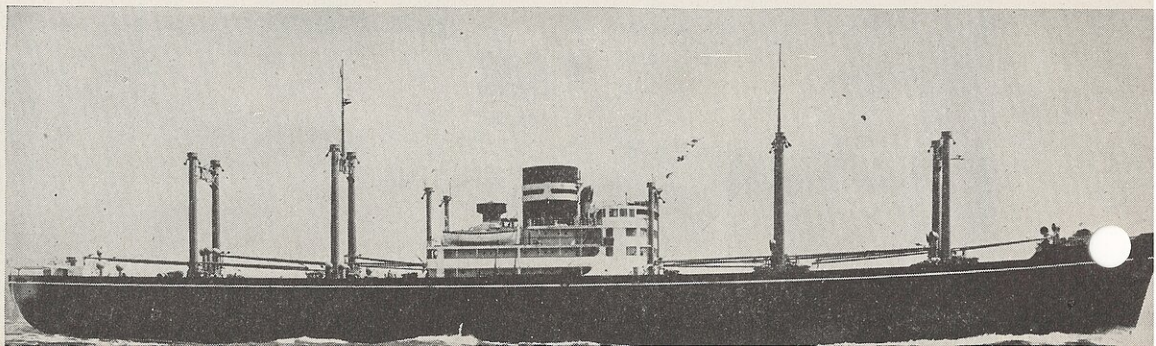


▲ TOSAN MARU

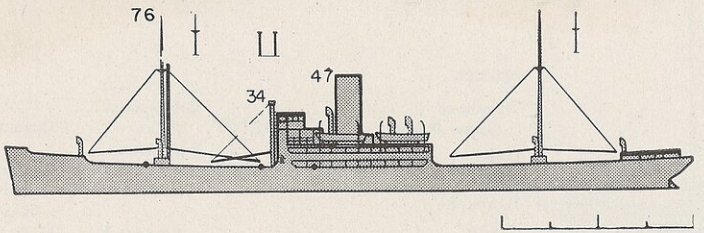


▲ KYUSYU MARU ▼



KYUSYU MARU
TOSAN MARU

Tonnages:
Gross: 8,666 D. W.: 9,943–10,092
Length:
W. L. (B. P.): 466′ O. A.: 492′
Beam: 62′
Drafts:
Loaded: 28′ 6″ Light: 12′ 6″
Speed
Normal cruising: 16½ Max: 19½
Constructed:
1937–38 Japan
Propulsion:
Machinery: Diesel
Screws: 2 N. H. P.: 1,960
B. H. P.: 6,700
R. P. M.: @ Knots:
Fuel: Oil Capacity: 3,260 tons including deep tanks
Radius: 40,000 miles at 16½ knots
Potential naval value: AP, AK, ACL, AV.
Remarks: Reported to have mounts for eight 5″ or 6″ guns.



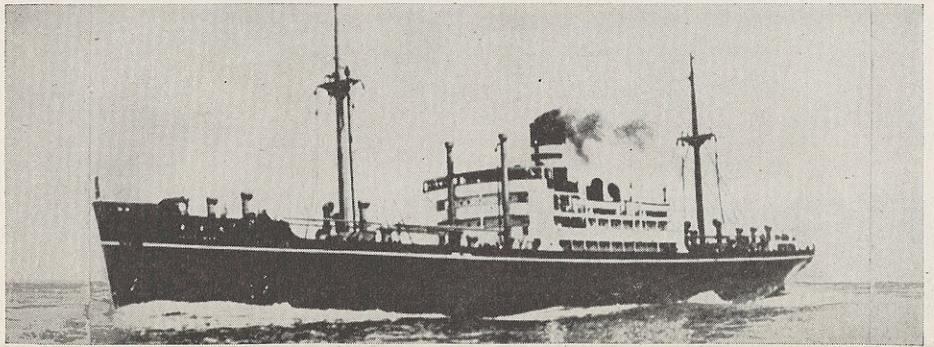
A

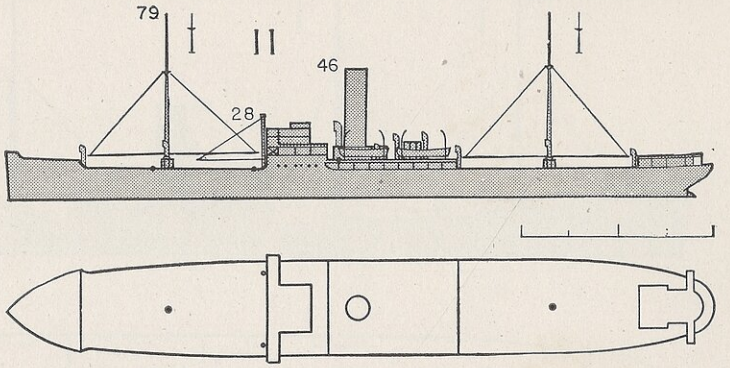
HEITO MARU
SYOKA MARU, TAITO MARU

Tonnages:
Gross: 4,466–8 D. W.: 5,320–38
Length:
W. L. (B. P.): 340′ O. A.: 357′
Beam: 49′
Drafts:
Loaded: 23′ Light: 10′
Speed:
Normal cruising: 14½ Max.: 17
Potential naval value: AP, AK:
Remarks:

Constructed:
1935 Japan
Propulsion:
Machinery: Steam turbines
Screws: 1 N. H. P.: 500
R. P. M.: @ Knots:
Fuel: Coal Capacity: 310 tons
Radius: 8,250 miles at 14½ knots.

HEITO MARU ▼





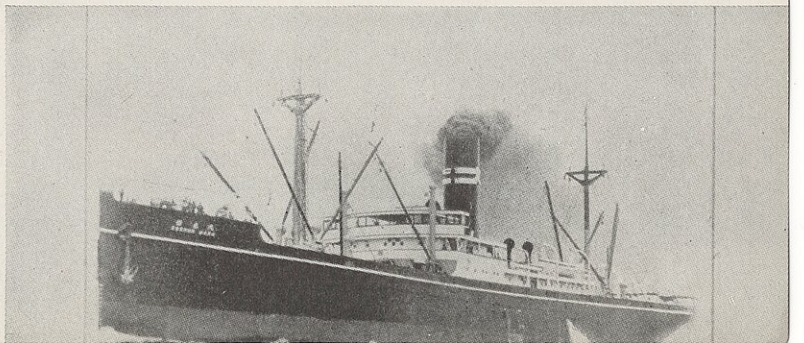
B

TAKAO MARU

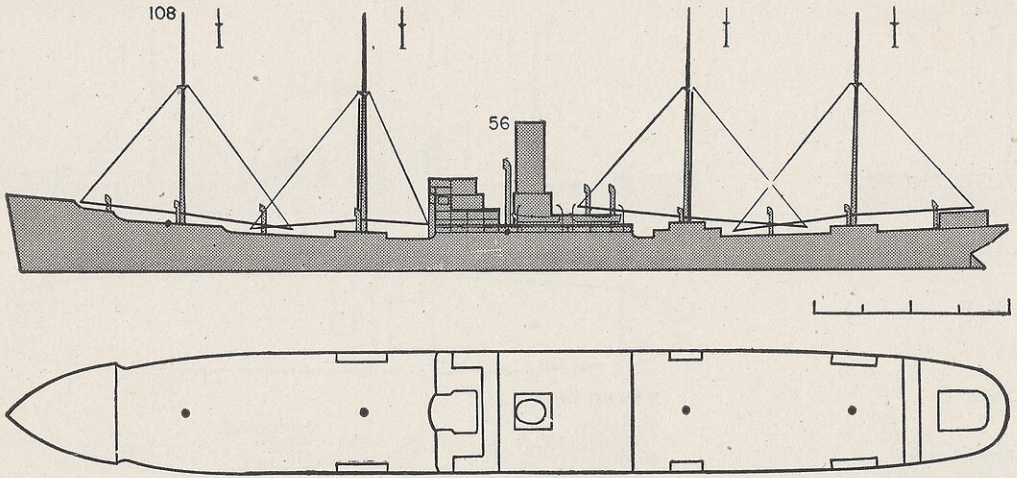
Tonnages:
Gross: 4,282 D. W.: 5,200
Length:
W. L. (B. P.): 356′ O.A.:
Beam: 49′
Drafts:
Loaded: 23′ Light:
Speed:
Normal cruising: 14 Max.: 16½
Potential naval value: AKS, AF.
Remarks: Built as fruit carrier.

Constructed:
1927 Japan
Propulsion:
Machinery: Steam turbines
Screws: 1 N. H. P.: 732
R. P. M.: @ Knots:
Fuel: Coal Capacity:
Radius:

TAKAO MARU ▼



16 MMFMM

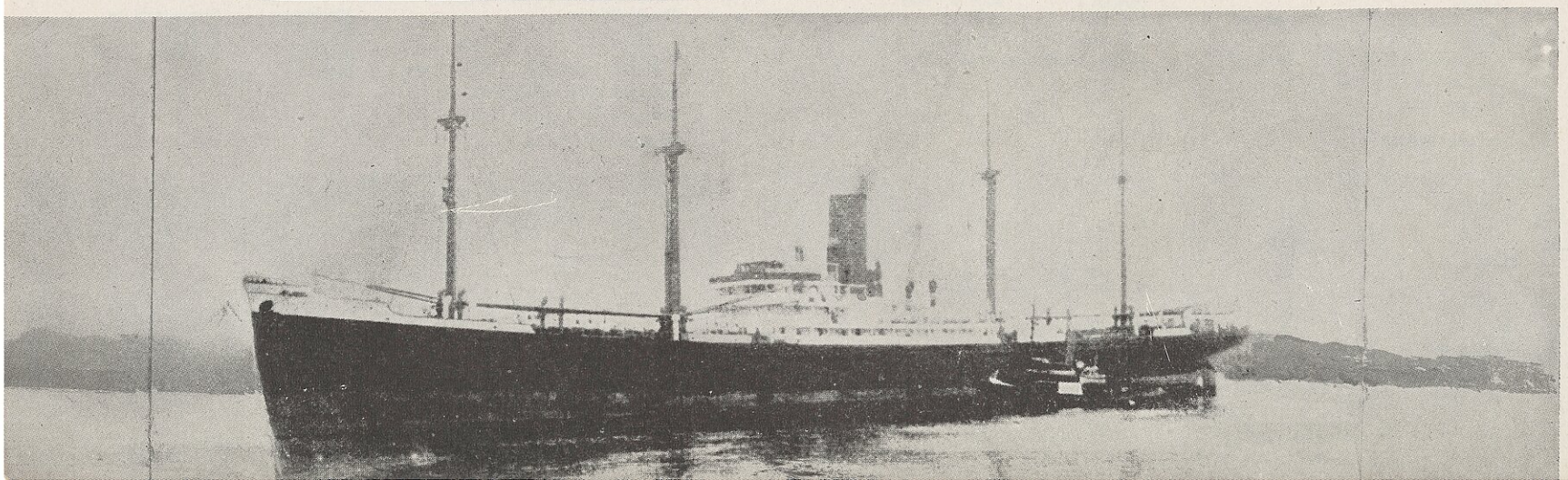


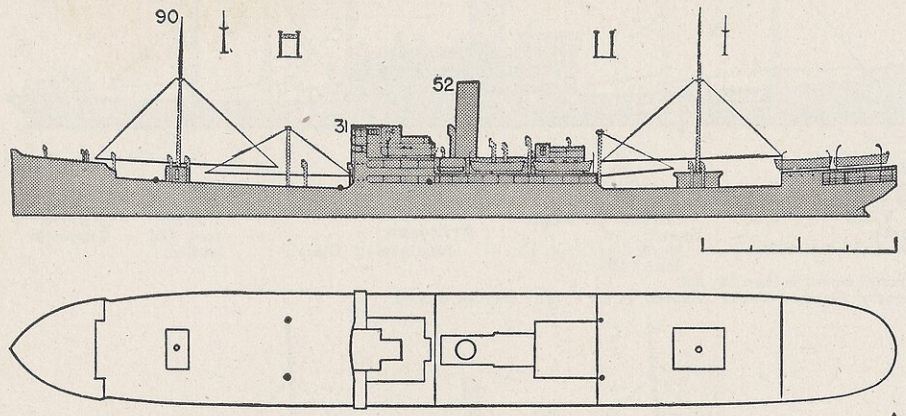
MOSEL

Tonnages:		Constructed:	
Gross: 8,428	D. W.: 12,900	1927	Germany
Length:		Propulsion:	
W. L. (B. P.): 509′	O. A.:	Machinery:	Reciprocating and L. P. turbine
Beam: 64′			
Drafts:		Screws: 1	H. P.:
Loaded: 28′	Light:	R. P. M.:	@ Knots:
Speed:		Fuel: Coal	Capacity:
Normal cruising: 14	Max.: 16	Radius:	

Potential naval value: AK, AP.

Remarks: German vessel believed to be in Far East.





A

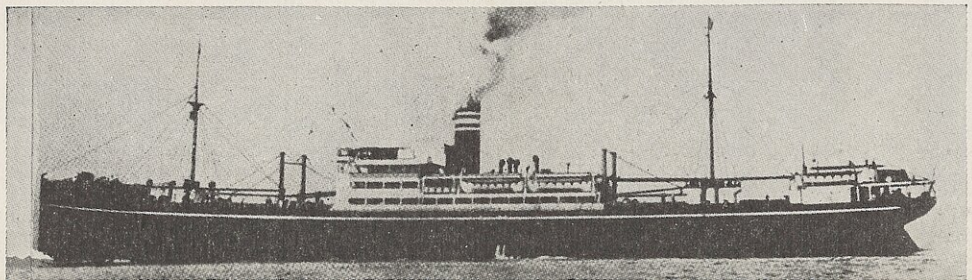
GINYO MARU

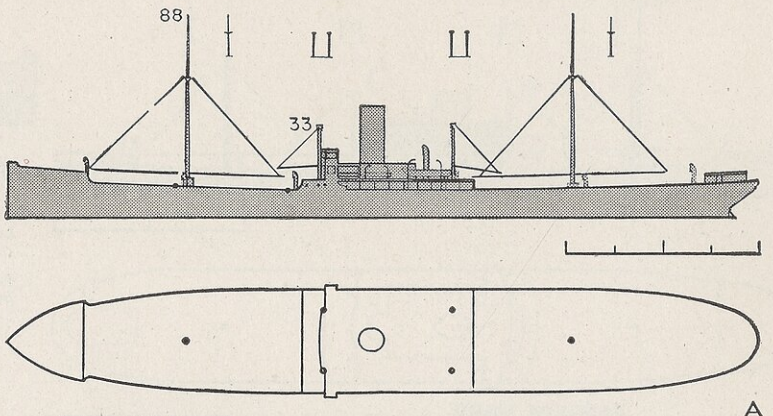
Tonnages:
Gross: 8,613 D. W.: 11,200
Length:
W. L. (B. P.): 445′ O. A.:
Beam: 58′
Drafts:
Loaded: 28′ Light: 10′
Speed:
Normal cruising: 11 Max.: 14½

Constructed:
1921 Japan
Propulsion:
Machinery: Steam turbines
Screws: 2 N. H. P. 965
I. H. P.: 5,444
R. P. M.: 92 @ Knots: 14½
Fuel: Coal or oil Capacity: Coal, 510 tons; oil, 1,478 tons
Radius: 13,000 miles at 11 knots

Potential naval value: AP, AK.
Remarks: Seven watertight bulkheads.

GINYO MARU ▼





A

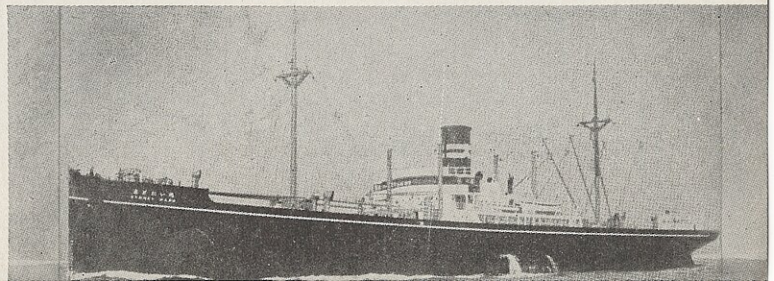
BRISBANE MARU
MELBOURNE MARU, SYDNEY MARU

Tonnages:
Gross: 5,423–5 D. W.: 6,828–31
Length:
W. L. (B. P.): 380′ O. A.:
Beam: 55′
Drafts:
Loaded: 24′ Light: 9′
Speed:
Normal cruising: 13½ Max.: 16.

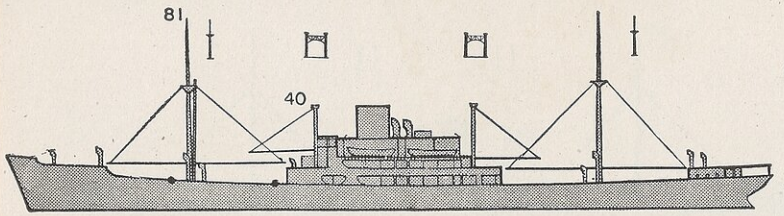
Constructed:
1929–30 Japan
Propulsion:
Machinery: Diesel
Screws: 1 N. H. P.: 489
R. P. M.: @ Knots:
Fuel: Oil Capacity: 846 tons
Radius: 22,000 at 13½ knots

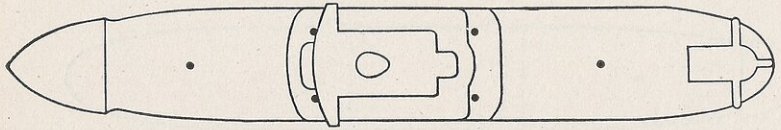
Potential naval value: AP, AK.
Remarks:

SYDNEY MARU ▼



16 MKFKM **16 MKFKMK** **20 MFM**



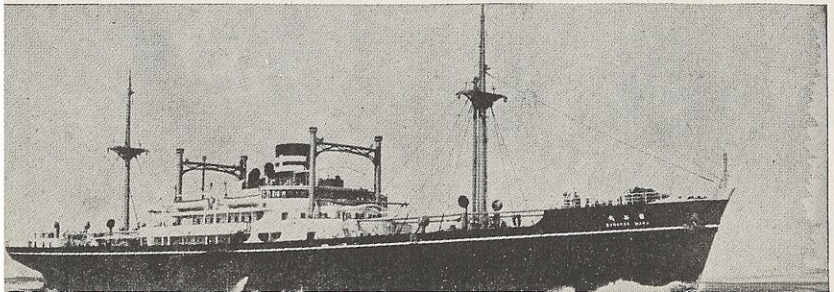


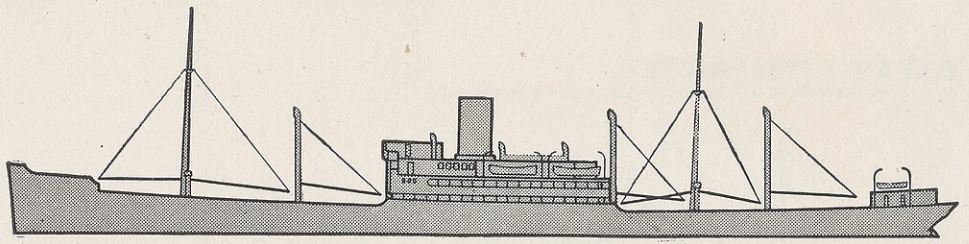
BANGKOK MARU
SAIGON MARU

Tonnages:
Gross: 5,350 D.W.: 6,645
Length:
W.L. (B.P.): 376' O.A.:
Beam: 56'
Drafts:
Loaded: 23' Light: 10'
Speed:
Normal cruising: 15 Max.: 18
Potential naval value: AP, AK.
Remarks:

Constructed:
1937 Japan
Propulsion:
Machinery: Diesel
Screws: 1 N.H.P.: 488
R.P.M.: @ Knots:
Fuel: Oil Capacity: 736 tons
Radius:

▼ BANGKOK MARU



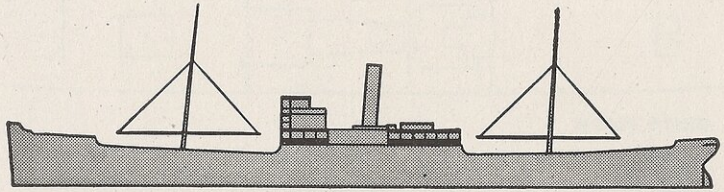


C

BURGENLAND

Tonnages:
Gross: 7,320 D.W.: 9,900
Length:
W.L. (B.P.): 463'
Beam: 61'
Drafts:
Loaded: 26' Light:
Speed:
Normal cruising: 13
Max.: 15½
Potential naval value: AP, AK.
Remarks: German vessel believed to be in Far Eastern waters.

Constructed:
1928 Germany
Propulsion:
Machinery: Diesel
Screws: 1 N.H.P.: 790
R.P.M.: @ Knots:
Fuel: Oil Capacity:
Radius:



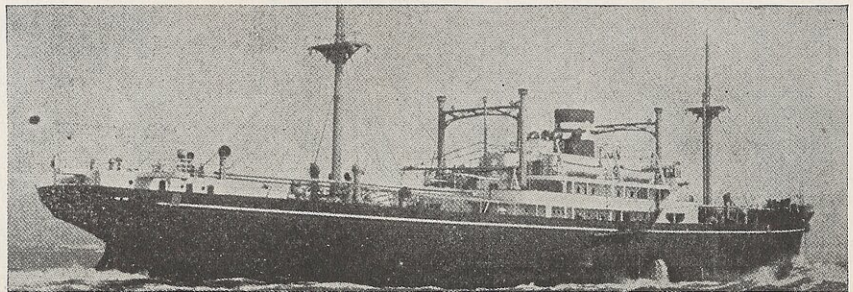
C

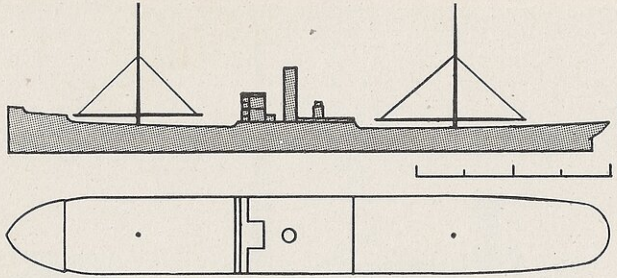
TOKO MARU

Tonnages:
Gross: 4,168 D.W.: 6,583
Length:
W.L. (B.P.): 367'
Beam: 48'
Drafts:
Loaded: 23' 9" Light: 8' 2"
Speed:
Normal cruising: 8 Max.: 10
Screws: 1

Constructed:
1908 Germany
Propulsion:
Machinery: Reciprocating
N.H.P.: 253
R.P.M.: @ Knots:
Fuel: Coal Capacity: 1,141 tons
Radius: 7,700 miles at 8 knots
Potential naval value: AK.
Remarks:

▼ SAIGON MARU





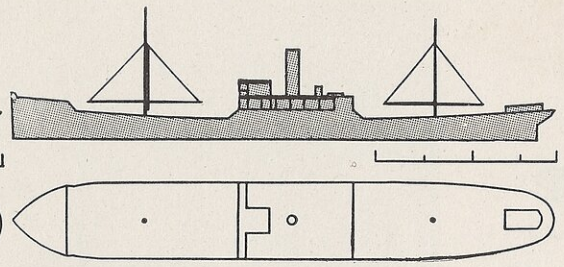
C

HOSEI MARU

Tonnages:
Gross: 2,670 D. W.: 4,300
Length:
W. L. (B. P.): O. A.: 315'
Beam: 43'
Drafts:
Loaded: 20' Light:
Speed:
Normal cruising: 9 Max.:

Potential naval value: AK.
Remarks:

Constructed:
1895 Great Britain
Propulsion:
Machinery: Reciprocating
Screws: 1 N. H. P.: 246
R. P. M.: @ Knots:
Fuel: Coal Capacity: 560 tons
Radius: 5,400 miles at 9 knots



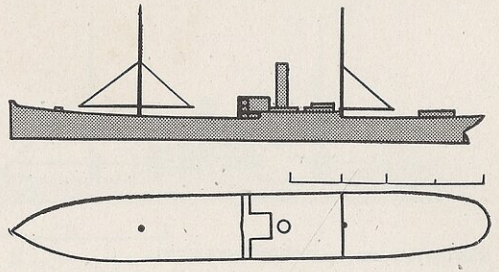
C

TUKUSI MARU

Tonnages:
Gross: 1,858 D. W.: 3,154
Length:
W. L. (B. P.): O. A.: 275'
Beam: 41'
Drafts:
Loaded: 17' 7"
Light: 8' 3"
Speed:
Normal cruising: 9 Max.: 10½

Potential naval value: AK.
Remarks:

Constructed:
1925 Japan
Propulsion:
Machinery: Reciprocating
Screws: 1 N. H. P.: 211
R. P. M.: @ Knots:
Fuel: Coal Capacity: 422 tons
Radius: 6,500 miles at 9 knots



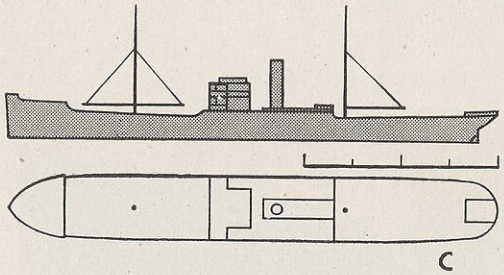
C

MITI MARU

Tonnages:
Gross: 1,384 D. W.:2,063
Length:
W. L. (B. P.).: 245' O. A.:
Beam: 34'
Drafts:
Loaded: 18' Light: 9' 6"
Speed:
Normal cruising: 9 Max.: 11

Potential naval value: AK.
Remarks:

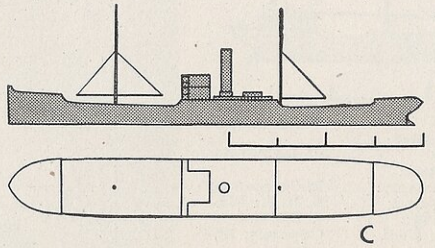
Constructed:
1914 Japan
Propulsion:
Machinery: Reciprocating
Screws: 1 N. H. P.: 151
R. P. M.: @ Knots:
Fuel: Coal Capacity: 264 tons
Radius: 3,200 miles at 9 knots



C

HUKUSYU MARU
Similar: MIYO MARU

Tonnages:
Gross: 1,455 D. W.: 2,325
Length:
W. L. (B. P.): 237' O. A.:
Beam: 35'
Drafts:
Loaded: 17' 4" Light: 8' 6"
Speed:
Normal cruising: 8½ Max.: 10
Constructed:
1897 Great Britain
Propulsion:
Machinery: Reciprocating.
Screws: 1 N. H. P.: 138
R. P. M.: @ Knots:
Fuel: Coal Capacity: 237
Radius: 3,500 miles at 8½ knots
Potential naval value: AK.
Remarks:

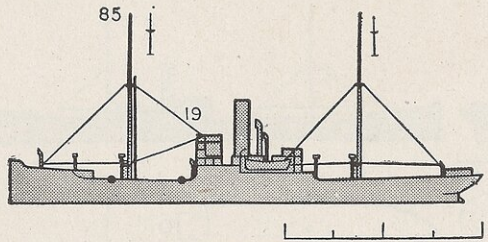


C

EIKO MARU

Tonnages:
Gross: 1,164 D. W.: 1,727
Length:
W. L. (B. P.): 215' O. A.:
Beam: 32'
Drafts:
Loaded: 15' 8" Light: 6' 10"
Speed:
Normal cruising: 8 Max.: 10½
Constructed:
1918 Japan
Propulsion: Reciprocating
Machinery: N. H. P.: 74
Screws: 1 @ Knots:
R. P. M.: Capacity 199 tons
Fuel: Coal
Radius: 3,000 miles at 8 knots
Potential naval value: AK.
Remarks:

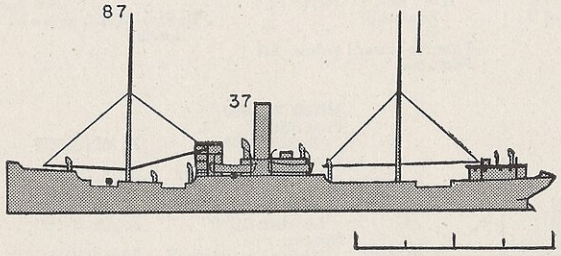
20 MFM



TEIUN MARU (ex BREMERHAVEN)

Tonnages:
Gross: 1,615 D. W.: 2,500
Length:
W. L. (B. P.): 238' O. A.:
Beam: 36'
Drafts:
Loaded: 18' Light:
Speed:
Normal cruising: 9 Max.:
Potential naval value: AK.
Remarks:

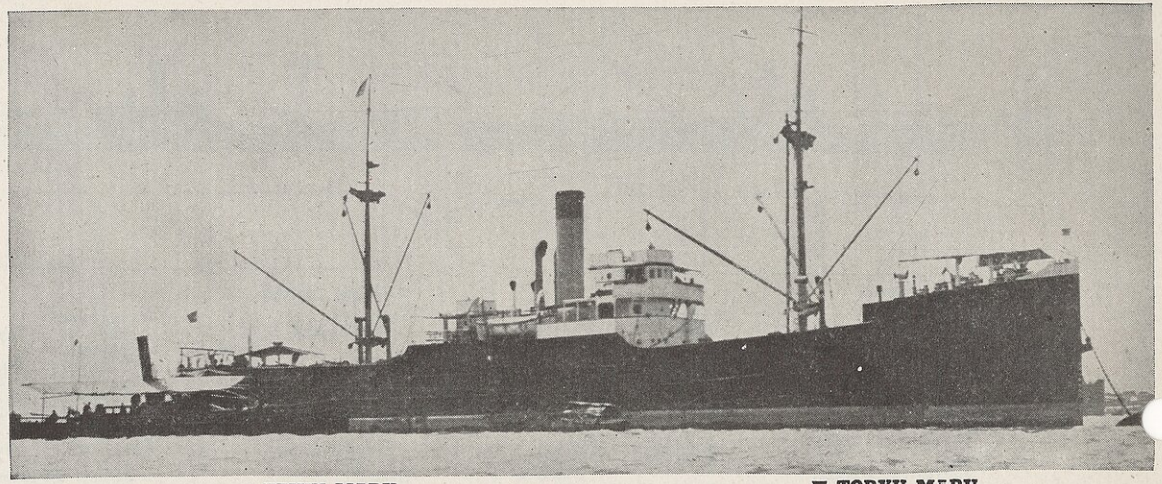
Constructed:
1920 Germany
Propulsion:
Machinery: Reciprocating
Screws: 1 N. H. P.: 106
R. P. M.: @ Knots:
Fuel: Coal Capacity:
Radius:



TORYU MARU

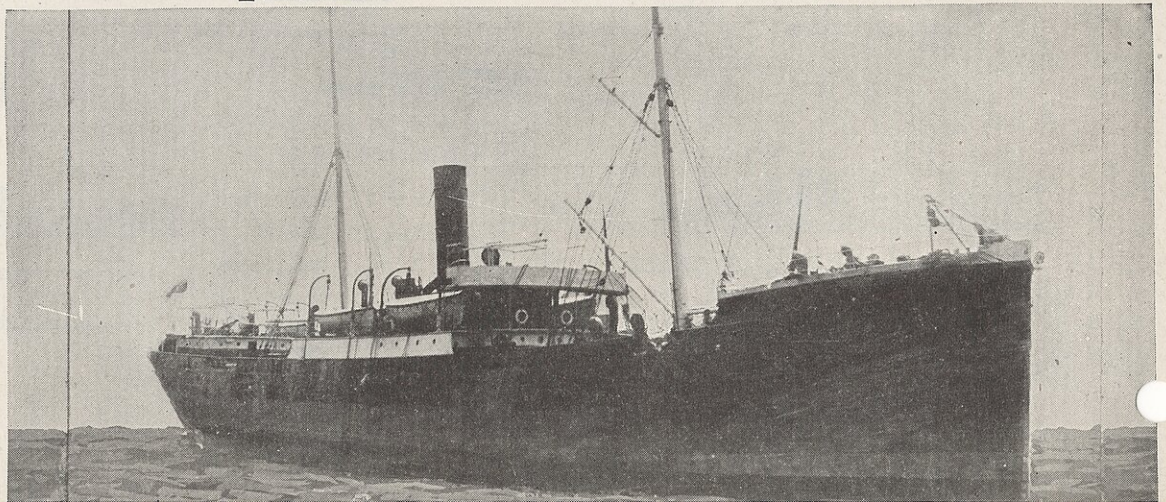
Tonnages:
Gross: 1,992 D. W.: 2,950
Length:
W. L. (B. P.): 275' O. A. :
Beam: 37'
Drafts:
Loaded: 21' Light:
Speed:
Normal cruising: 8 Max.: 9
Potential naval value: AK.
Remarks:

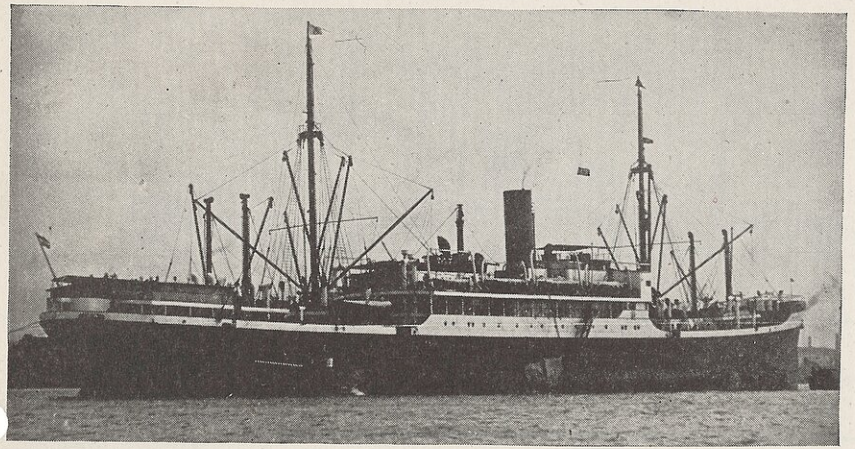
Constructed:
1889 Great Britain
Propulsion:
Machinery: Reciprocating
Screws: 1 N. H. P.: 182
R. P. M.: @ Knots:
Fuel: Coal Capacity: 260 tons
Radius: 2,700 miles at 8 knots

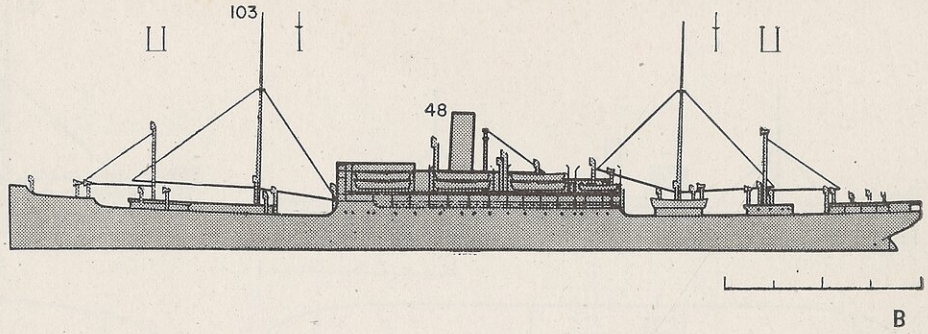


▲ TEIUN MARU

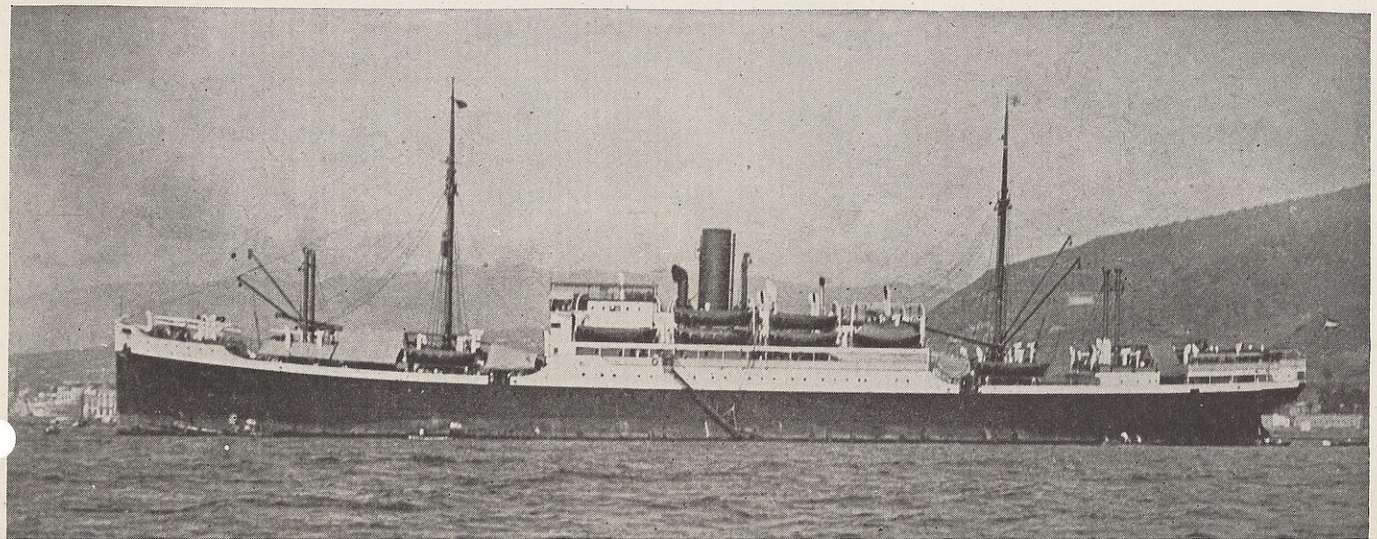
▼ TORYU MARU







B



TEIKOKU MARU (ex FULDA)

Tonnages:
Gross: 7,744 D. W.: 9,000

Length:
W. L. (B. P.): 459′ O. A.:

Beam: 58′

Drafts:
Loaded: 29′ Light:

Speed:
Normal cruising: 13 Max.:

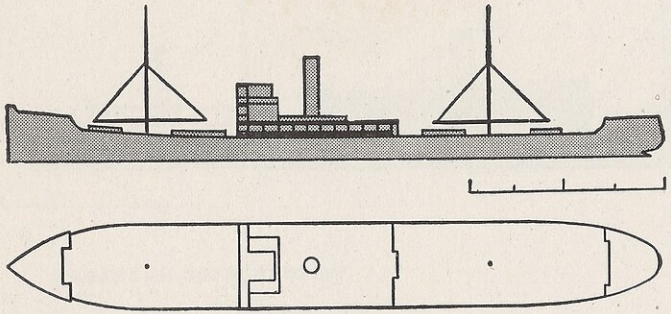
Constructed:
1924 Germany

Propulsion:
Machinery: Diesel
Screws: 2 N. H. P.: 1,493
R. P. M.: @ Knots:
Fuel: Oil Capacity:
Radius:

Potential naval value: AK, AP.

Remarks: German vessel believed taken over by Japanese.

21 MFM



DAIYA MARU

Tonnages:
Gross: 2,760 D. W.: 4,135

Length:
W. L. (B. P.): 332′ O. A.:

Beam: 41′

Drafts:
Loaded: 20′ 3″ Light: 7′ 8″

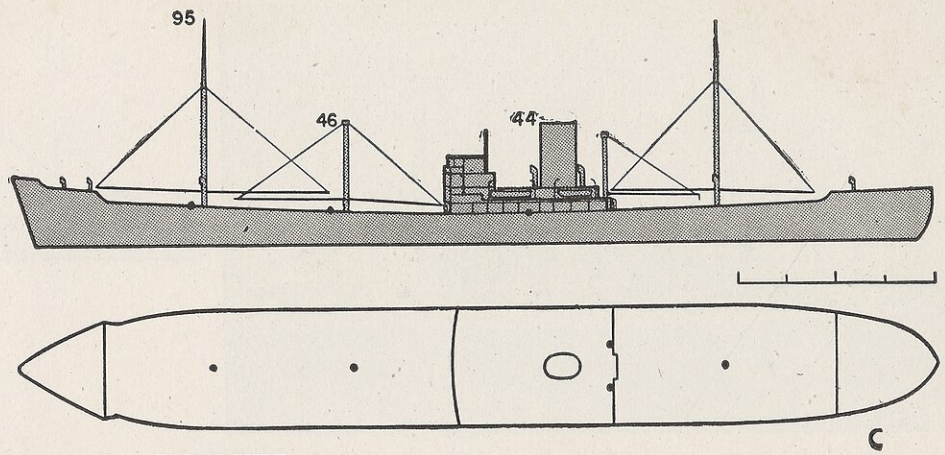
Speed:
Normal cruising: 9 Max.: 12

Constructed:
1902 Japan

Propulsion:
Machinery: Reciprocating
Screws: 1 N. H. P.: 278
R. P. M.: @ Knots:
Fuel: Coal Capacity: 657
Radius: 6,500 miles at 9 knots

Potential naval value: AK.
Remarks: WAKAMATU MARU similar with counter stern.

21 MKFKM



RIO GRANDE

Tonnages:
Gross: 6,062 D. W.: 9,400

Length:
W. L. (B. P.): 447′ O. A.: 467

Beam: 61′

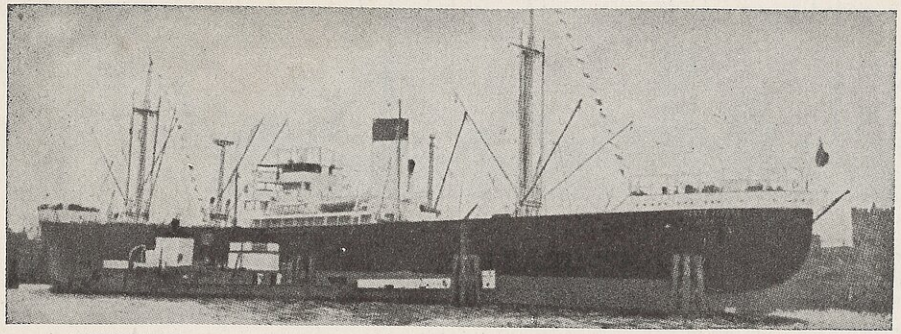
Drafts:
Loaded: 23′ Light:

Speed:
Normal cruising: 13 Max.: 15½

Constructed:
1939 Germany

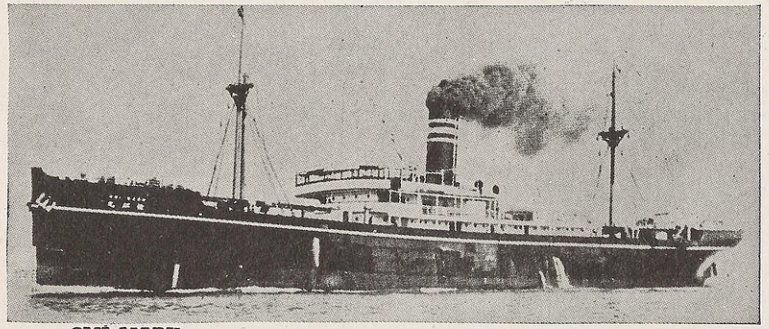
Propulsion:
Machinery: Diesel
Screws: 1 N. H. P.: 909
R. P. M.: @ Knots:
Fuel: Oil Capacity:
Radius:

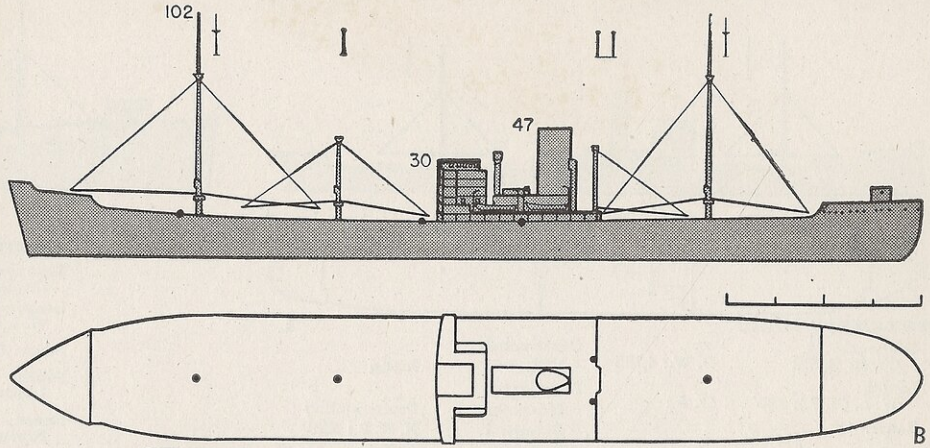
Potential naval value: AK, AP.
Remarks: German vessels believed to be in Far Eastern waters.



BELGRANO ▲

▼ OMI MARU

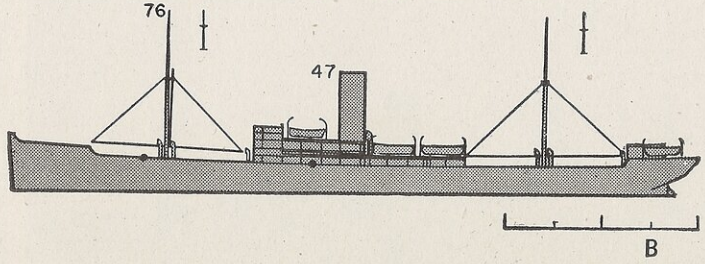




BELGRANO

Tonnages:
Gross: 6,095 D. W.: 9,500
Length:
W. L. (B. P.): 446' O. A.: 467'
Beam: 61'
Drafts:
Loaded: 24' Light:
Speed:
Normal cruising: 13 Max.: 15½
Constructed:
1936 Germany
Propulsion:
Machinery: Diesel
Screws: 1 N. H. P.: 906
R. P. M.: @ Knots:
Fuel: Oil Capacity:
Radius:

Potential naval value: AP, AK.
Remarks: German vessel believed to be in Far Eastern waters.

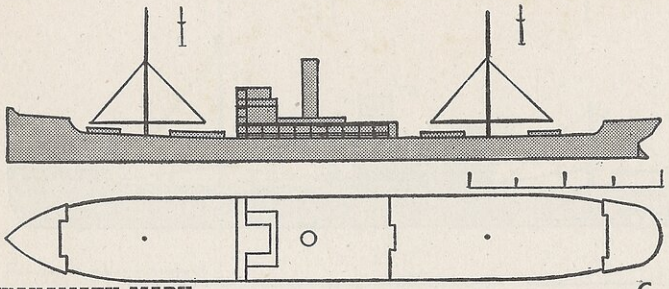


OMI MARU

Tonnages:
Gross: 3,393 D. W.: 2,600
Length:
W.L. (B.P.): 345' O. A.:
Beam: 46'
Drafts:
Loaded: 23' Light: 9' 6"
Speed:
Normal cruising: 13 Max.: 15
Potential naval value: AP, AK.
Remarks:

Constructed:
1912 Great Britain
Propulsion:
Machinery: Reciprocating
Screws: 1 N. H. P.: 456
I. H. P.: 3,181
R. P. M.: 93 @ Knots: 15
Fuel: Coal Capacity: 990 tons
Radius: 13,500 miles at 13 knots

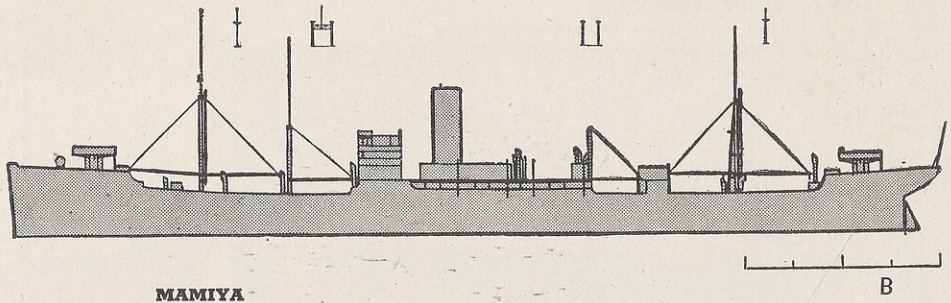
22 MFM **22 MMFKM**



WAKAMATU MARU

Tonnages: Gross: 2,722 D. W.: 4,155
Length: W. L. (B. P.): 326′ O. A.:
Beam: 41′
Drafts: Loaded: 20′ 3″ Light: 7′ 8″
Speed: Normal cruising: 9 Max.: 12
Potential naval value: AK.
Remarks:

Constructed: 1902 Japan
Propulsion: Machinery: Reciprocating
Screws: 1 N. H. P.: 278
R. P. M.: @ Knots:
Fuel: Coal Capacity: 657 tons
Radius: 6,500 miles at 9 knots



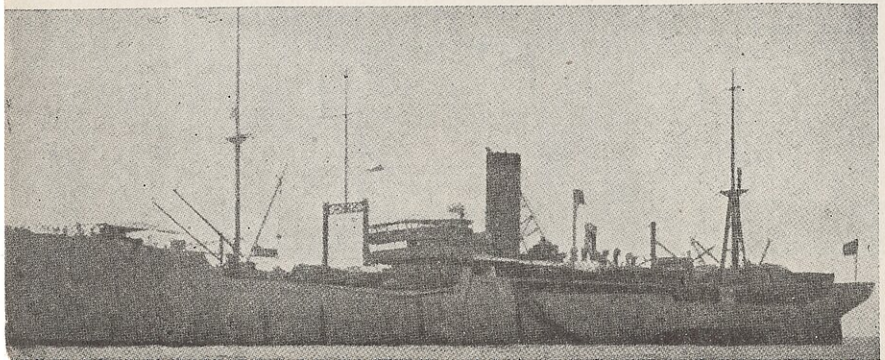
MAMIYA

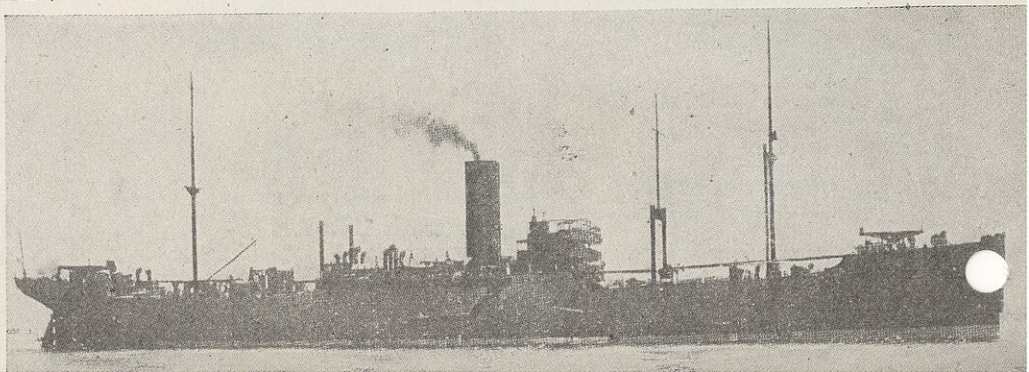
Tonnages: Displacement: 15,820 D. W.:
Length: W. L. (B. P.): 475?′ O. A.: 483′
Beam: 61′
Drafts: Loaded: 28′ Light:
Speed: Normal cruising: 12 Max.: 14

Constructed: 1923 Japan
Propulsion: Machinery: Reciprocating
Screws: 2 Designed H. P.: 10,000
R. P. M.: @ Knots:
Fuel: Capacity:
Radius:

Remarks: This is a Japanese naval vessel included herein because of re" semblance to merchant ships.

▼ MAMIYA ▼





AFRICA MARU

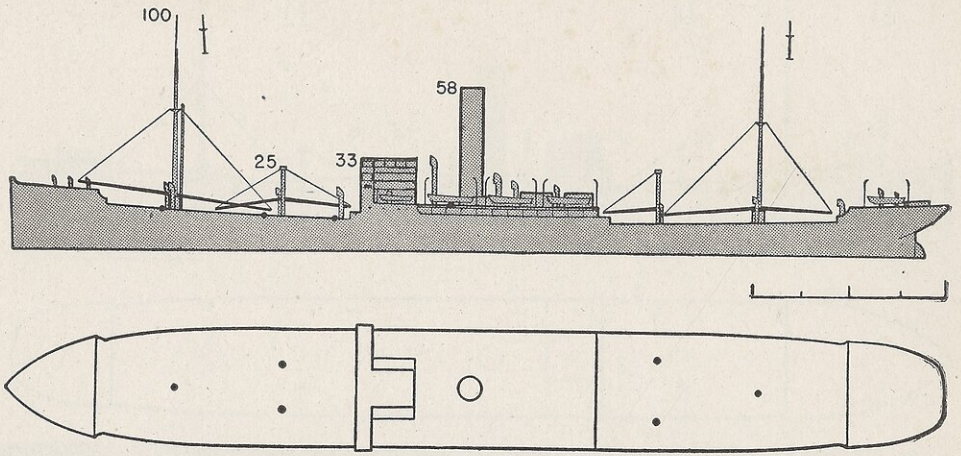
ARABIA MARU, MANILA MARU, HAWAII MARU

Tonnages:
Gross: 9,467–80 D. W.: 11,100–400
Length:
W. L. (B. P.): 475′ O. A.:
Beam: 61′
Drafts:
Loaded: 27′ 7″ Light: 11′
Speed:
Normal cruising: 14 Max.: 16

Constructed: 1915–20 Japan
Propulsion:
Machinery: Reciprocating
Screws: 2 N. H. P.: 995
R. P. M.: Knots:
Fuel: Coal and Oil Capacity: Coal, 1,300 tons; oil, 2,000 tons
Radius: 8,000 miles at 14 knots

Potential naval value: AP, AK, AH. MANILA MARU and ARABIA MARU declared hospital ships.

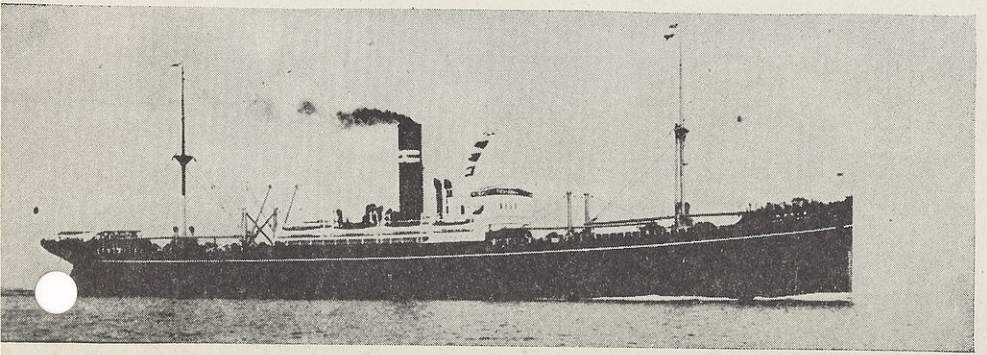
Remarks:

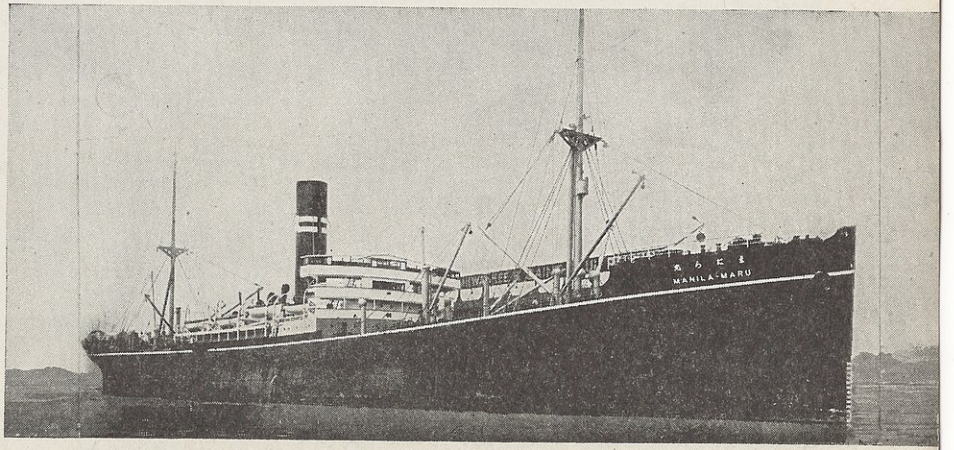


A

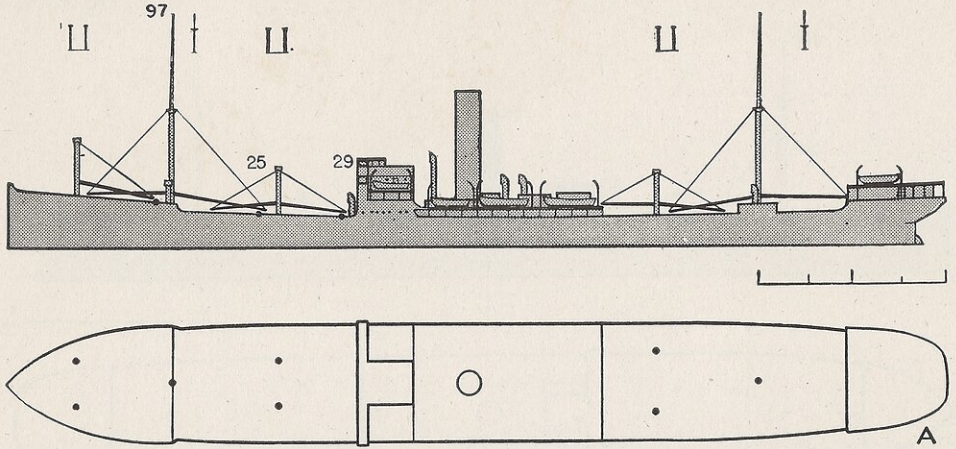
MANILA MARU ▼

AFRICA MARU ▼



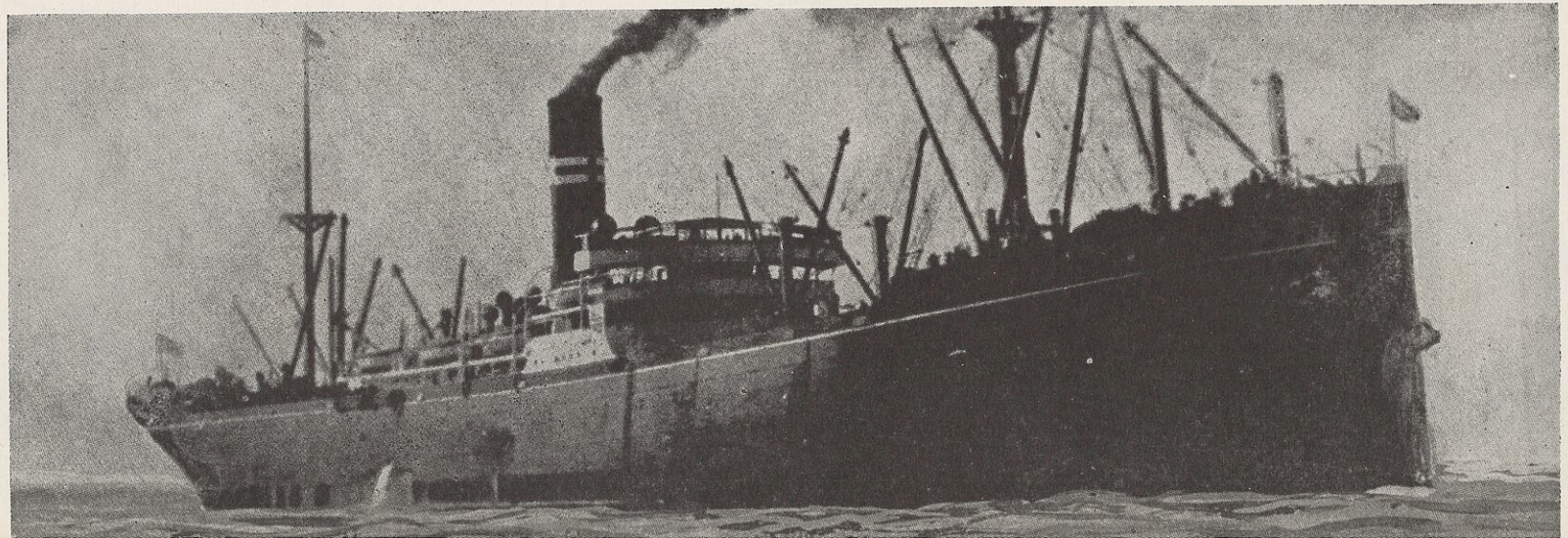


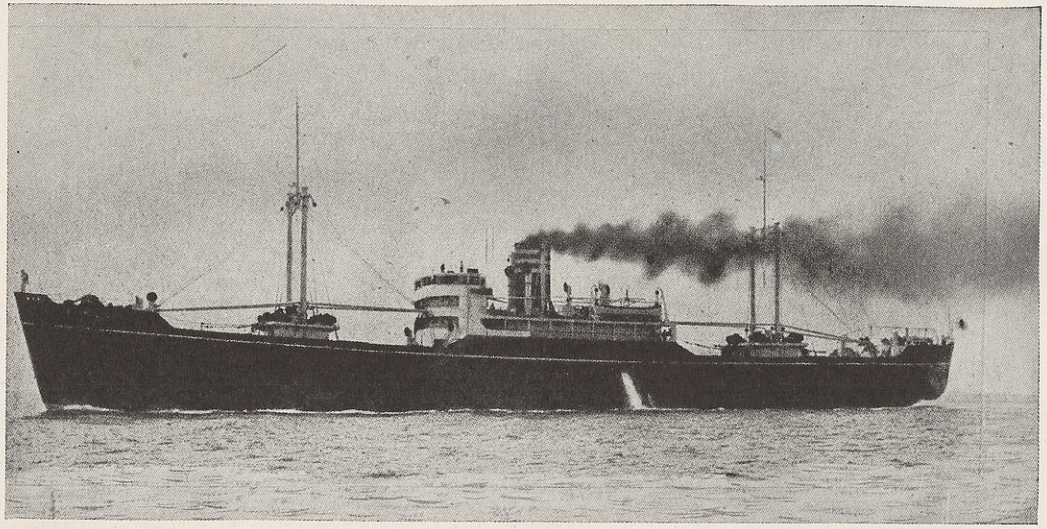
22 KMKFKM



ARIZONA MARU

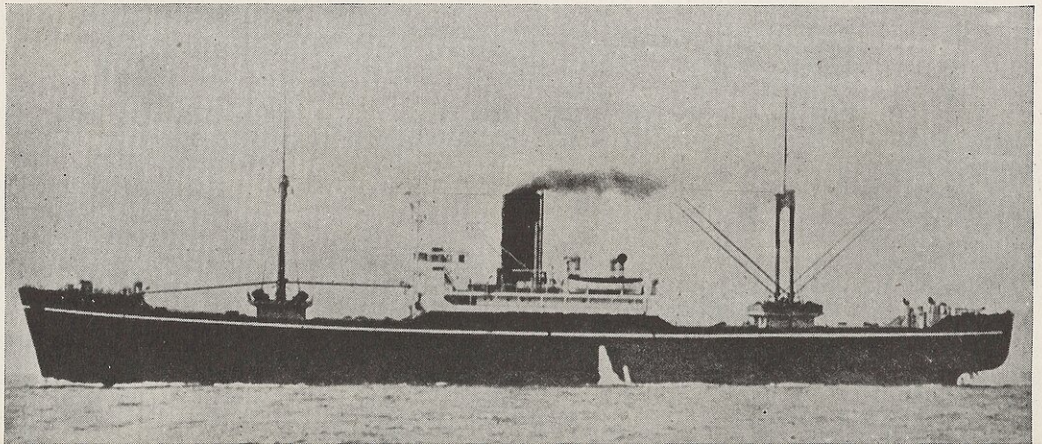
Tonnages: Gross: 9,684 D. W.: 11,100
Constructed: 1920 Japan
Length: W. L. (B. P.): 475′ O. A.:
Propulsion: Machinery: Reciprocating
Beam: 61′ Screws: 2 N. H. P.: 995
R. P. M.: @ Knots:
Drafts: Loaded: 28′ Light: 11′
Fuel: Coal and oil Capacity: Coal, 1,300 tons; oil, 2,000 tons
Speed: Normal cruising: 14 Max.: 16
Radius: 8,000 miles at 14 knots.
Potential naval value: AP, AK.
Remarks: Sister of AFRICA MARU class except has kingposts on forecastle.

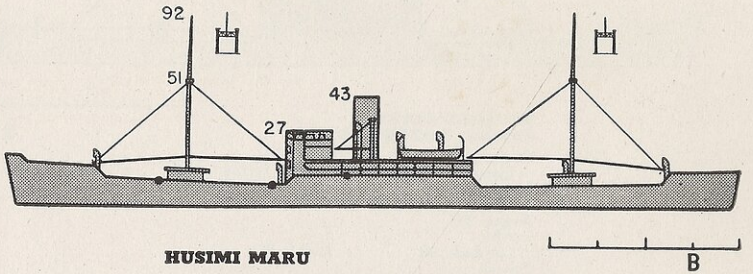




▼ SANKO MARU

▲ SINSEI MARU #6





HUSIMI MARU

KAMIKAZE MARU, SANKO MARU, SINRYU MARU, SINSEI MARU #6, YAMAHUKU MARU, TENRYU MARU

Tonnages:
Gross: 4,861–958 D. W.: 7,040–152

Length:
W. L. (B. P.): 366′–70′ O. A.:

Beam: 54′

Drafts:
Loaded: 24′ Light: 8′ 6″

Speed:
Normal cruising: 12 Max.: 15

Constructed:
1936–40 Japan

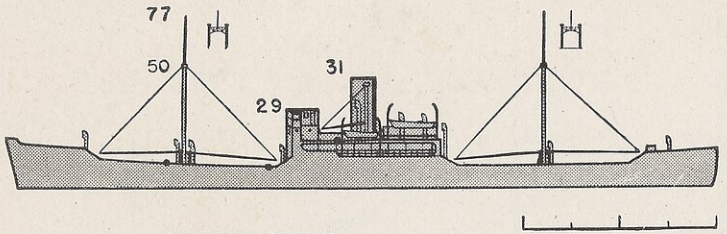
Propulsion:
Machinery: Steam turbines
Screws: 1 H. P.:
R. P. M.: @ Knots:
Fuel: Coal Capacity: 900 tons

Radius: 8,000 miles at 12 knots.

Potential naval value: AP, AK, or patrol vessel.

Remarks: These vessels of modern design being built in quantity by the Japanese.

23 MFM



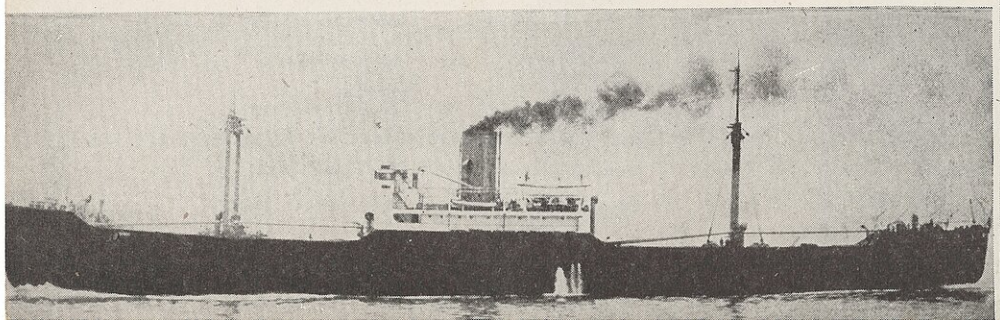
IKUSIMA MARU
Similar: KASUGA MARU

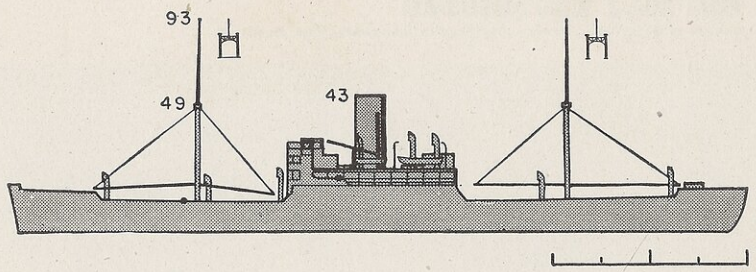
Tonnages:
Gross: 3,944 D. W.: 5,524
Length:
W. L. (B. P.): 366′ O. A.:
Beam: 50′
Drafts:
Loaded: 22′ Light: 8′
Speed:
Normal cruising: 10 Max.: 14
Constructed:
1936 Japan
Propulsion:
Machinery: Steam turbines
Screws: 1 N. H. P.: 433
R. P. M: @ Knots:
Fuel: Coal Capacity 780 tons
Radius: 7,900 miles at 10 knots

Potential naval value: AP, AK or patrol vessel.

Remarks: Very similar to the TARUSIMA MARU. IKUSIMA—Believed to be carrying oil in bulk.

IKUSIMA MARU ▼





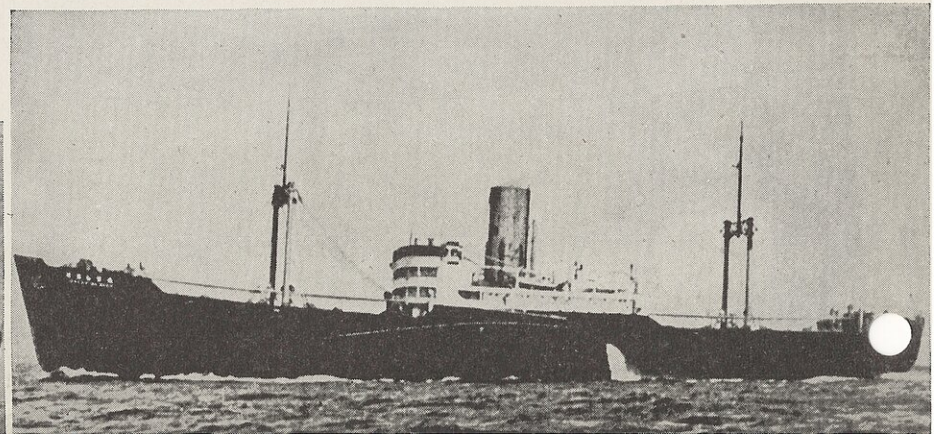
TARUSIMA MARU

Tonnages:
Gross: 4,865 D. W.: 6,930
Length:
W. L. (B. P.): 370′ O. A.:
Beam: 54′
Drafts:
Loaded: 24′ Light: 9′
Speed:
Normal cruising: 14 Max.: 16
Constructed:
1938 Japan
Propulsion:
Machinery: Steam turbines
Screws: 1 H. P.:
R. P. M.: @ Knots:
Fuel: Coal Capacity: 900 tons
Radius: 9,950 miles at 14 knots.

Potential naval value: AP, AK, patrol vessel.

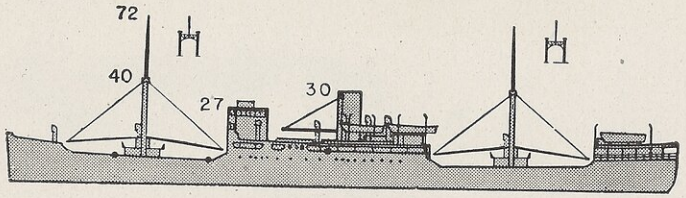
Remarks: Built for near seas service.

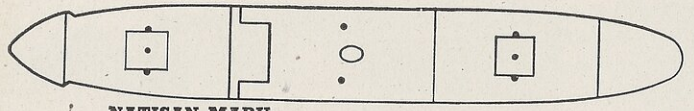
TARUSIMA MARU ▼



ONI 208-J RESTRICTED

DIVISION OF NAVAL INTELLIGENCE—IDENTIFICATION AND CHARACTERISTICS SECTION



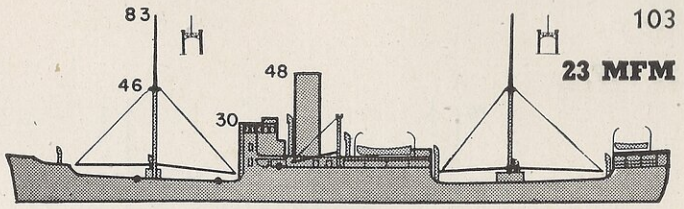


A

NATISAN MARU

Tonnages:
Gross: 4,434 D. W.: 5,852
Length:
W. L. (B. P.): 338' O. A.: 353'
Beam: 49'
Drafts:
Loaded: 23' 6" Light: 8' 6"
Speed:
Normal cruising: 13 Max.: 15½
Potential naval value: AP, AK.
Remarks:

Constructed:
1931 Japan
Propulsion:
Machinery: Diesel
Screws: 1 N. H. P.: 362
B. H. P.: 2,180
R. P. M.: (145?) @ Knots: 15
Fuel: Oil Capacity: 641 tons
Radius: 16,000 miles a 13 knots



23 MFM

B

IBURI MARU, ISIKARI MARU

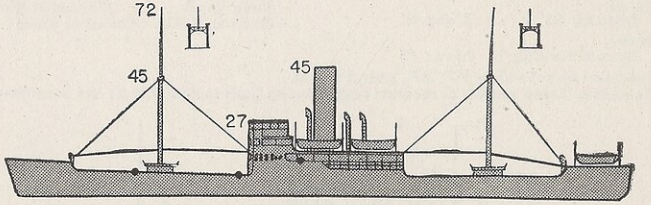
Similar: TERUSIMA MARU

Tonnages:
Gross: 3,110–3,291 D. W.: 4,900
Length:
W. L. (B. P.): 323'–333' O. A.:
Beam: 47'
Drafts: Loaded: 21' Light: 9'
Speed: Normal cruising: 12 Max.: 14
Potential naval value: AP, AK, patrol vessel.
Remarks:

Constructed:
1938 Japan
Propulsion:
Machinery: Reciprocating
Screws: 1 N. H. P.: 191
R. P. M.: @ Knots:
Fuel: Coal Capacity: 490 tons
Radius: 6,500 miles at 12 knots

HAKKAISAN MARU

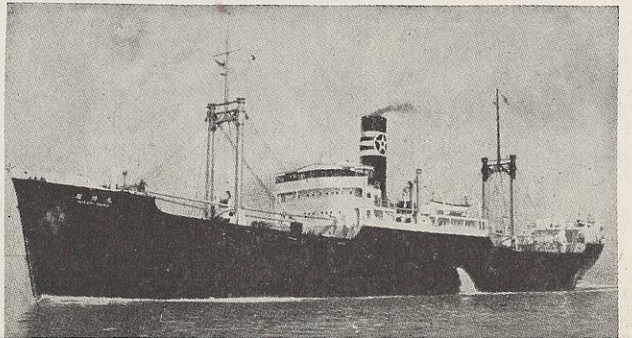
Tonnages:
Gross: 3,311 D. W.: 4,909
Length:
W. L. (B. P.): 319' O. A.:
Beam: 46'
Drafts:
Loaded: 21' Light: 9½'
Speed: Normal cruising: 11 Max.: 12
Constructed:
1937 Japan
Propulsion:
Machinery: Reciprocating
Screws: 1 N. H. P.: 190
R. P. M.: @ Knots:
Fuel: Coal Capacity: 428 tons
Radius: 5,500 miles at 11 knots
Potential naval value: AP, AK, patrol vessel.
Remarks: Ice breaker bow.



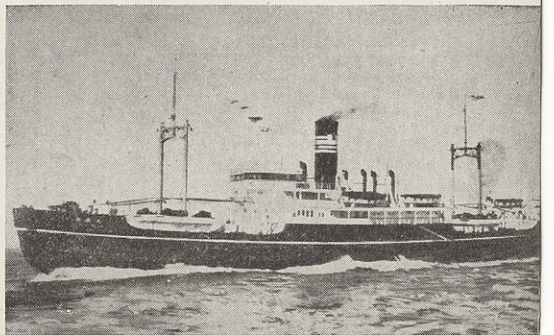
B

NATISAN MARU ▼

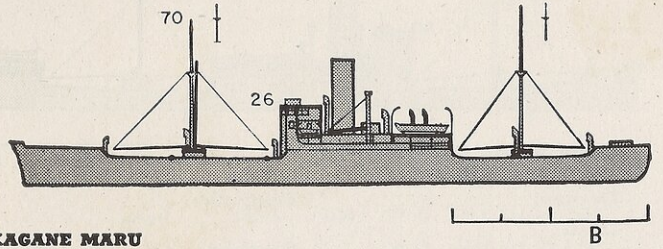
ISIKARI MARU ▼



HAKKAISAN MARU ▼



23 MFM

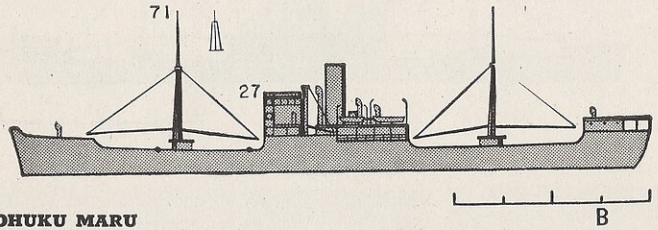


AKAGANE MARU

KENSIN MARU, KINSEN MARU, KOGANE MARU, MAGANE MARU, SINKO MARU, SIROGANE MARU

Tonnages:
Gross: 3,130 D.W.: 4,800–4,888
Length:
W. L. (B. P.): 318′ O. A.: 333′
Beam: 46′
Drafts:
Loaded: 21′ Light: 8′
Speed:
Normal cruising: 11 Max.: 13
Constructed:
1938–40 Japan
Propulsion:
Machinery: Reciprocating
Screws: 1 N. H. P.: 200
R. P. M.: @ Knots:
Fuel: Coal Capacity: 469 tons
Radius: 7,300 miles at 11 knots

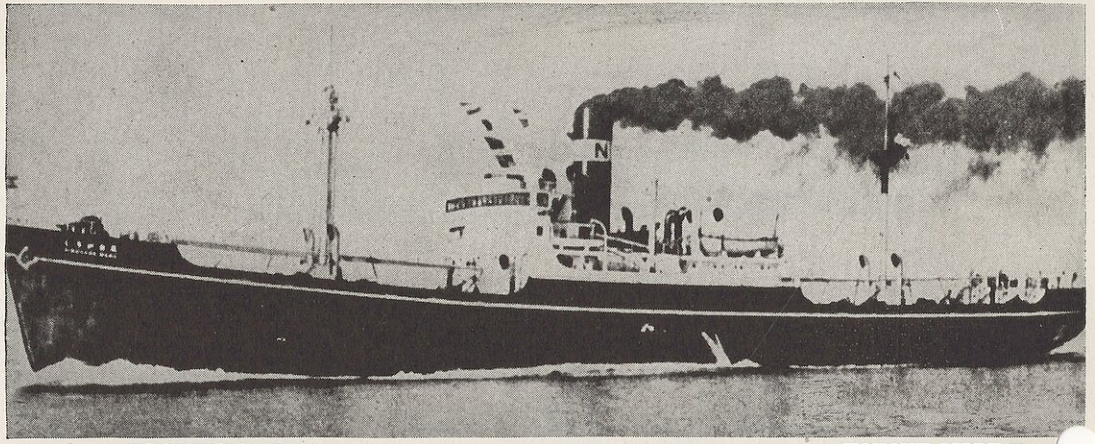
Potential naval value; AP, AK, patrol vessel.
Remarks: These vessels of modern design being built in quantity by the Japanese.



KOHUKU MARU

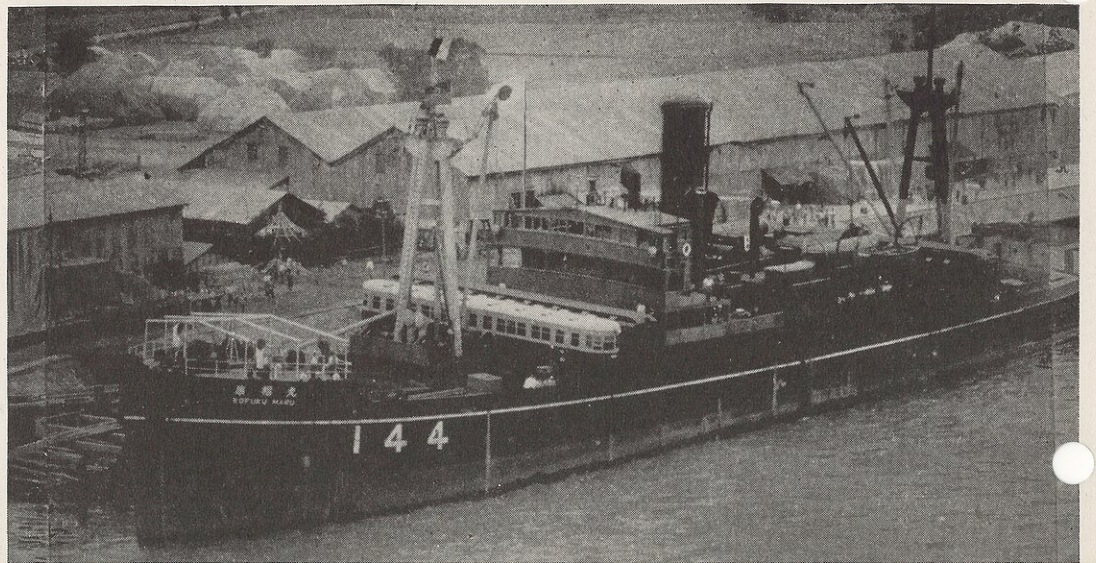
Tonnages:
Gross: 3,200 D. W.: 4,501
Length:
W. L. (B. P.): 318′ O. A.:
Beam: 46′
Drafts:
Loaded: 21′ Light:
Speed:
Normal cruising: 10 Max.: 12½
Constructed:
1934 Japan
Propulsion:
Machinery: Reciprocating
Screws: 1 N. H. P.: 205
R. P. M.: @ Knots:
Fuel: Coal Capacity: 582 tons
Radius: 6,900 miles at 10 knots

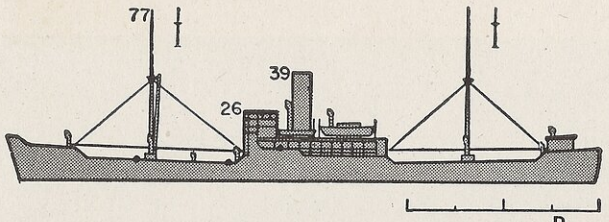
Potential naval value: AK, AP.
Remarks: Tripod mast and heavy lift gear.



SIROGANE MARU ▲

KOHOKU MARU ▼



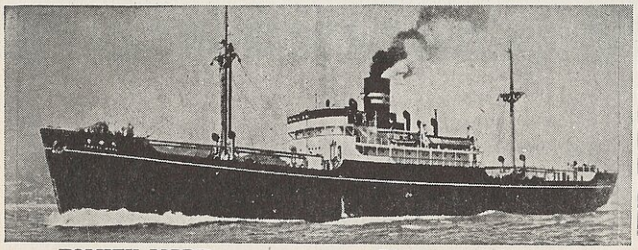


ANSYU MARU
BUNZAN MARU, BUZAN MARU, HIROTA MARU, IKUTA MARU, KAMITU MARU, KEIZAN MARU, KEIZYO MARU, KOSYU MARU, KUNITU MARU, MANYO MARU, MIKAGE MARU #20, NAGATA MARU, NIKKAI MARU, NITIRYO MARU, OKUYO MARU, SEIKAI MARU, SEIKYO MARU, SENYO MARU, SINKO MARU, SINKYO MARU, SYOZUI MARU, TAIKO MARU, TOKO MARU, TOMITU MARU, TOYOTU MARU, TYOWA MARU, TYUWA MARU, YAMABATO MARU, YAMADORI MARU

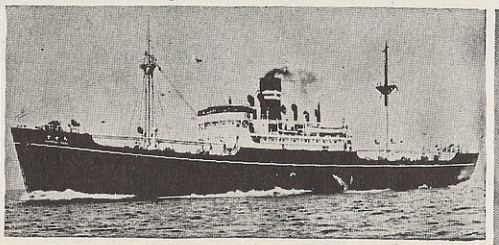
Tonnages:
Gross: 2,562–2,984 D. W. 4,200–4,373
Length:
W. L. (B. P.): 295–308 O. A.:
Beam: 45′
Drafts:
Loaded: 19½–21½ Light: 6½–7½
Speed:
Normal cruising: 10–12 Max.: 12–14

Constructed:
1936–40 Japan
Propulsion:
Machinery: Reciprocating and steam turbines
Screws: 1 N. H. P.: 180–214
R. P. M.: @ Knots:
Fuel: Coal Capacity: @ 500 tons
Radius: 4,000–6,000 miles at 11 knots

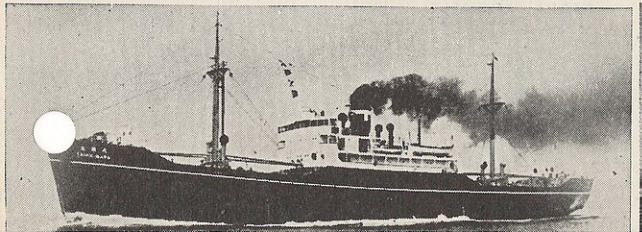
Potential naval value: AP, AK, AM, PG, patrol vessel. Reported operating as AP's and AM's.
Remarks: These vessels of modern design being built in quantity by the Japanese.

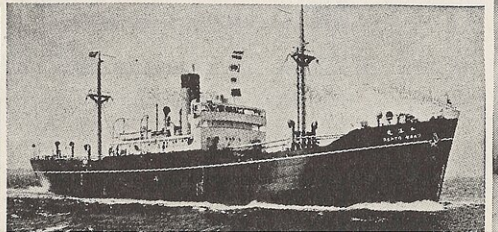


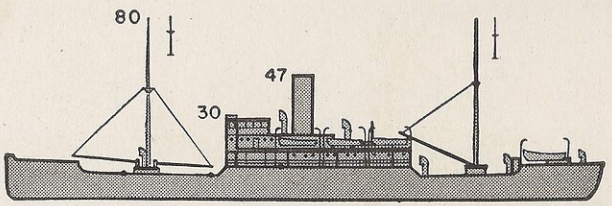
TOMITU MARU ▲ TAIKO MARU ▼



TOYOTU MARU ▲ ENYO MARU ▼







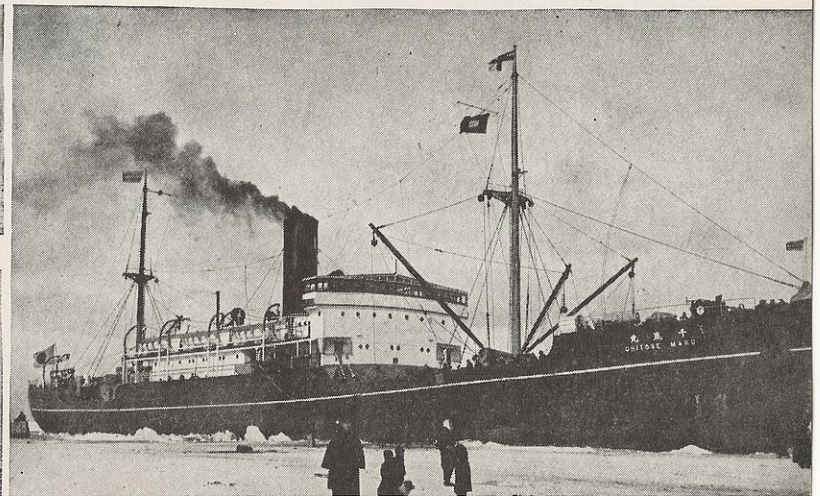
TITOSE MARU

Tonnages:
Gross: 2,669 D. W.: 3,300
Length:
W. L. (B. P.): 300 O. A.:
Beam: 43′
Drafts:
Loaded: 22 Light:
Speed:
Normal cruising: 10 Max.: 13

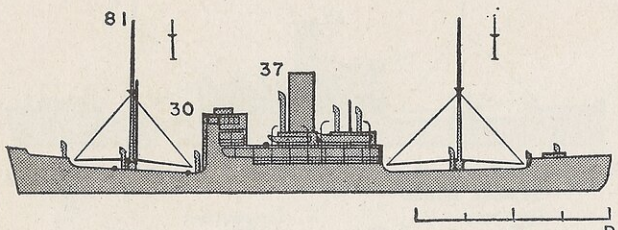
Constructed:
1921 Japan
Propulsion:
Machinery: Reciprocating
Screws: 1 N. H. P.: 284
R. P. M.: @ Knots:
Fuel: Coal Capacity:
Radius:

Potential naval value: AP, AK.
Remarks: Ice breaker.

TITOSE MARU ▼



23 MFM

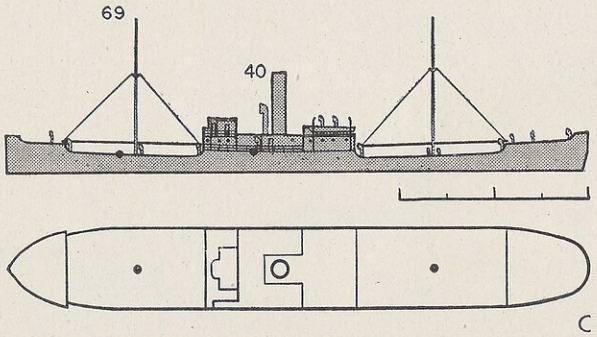


B

EIKO MARU

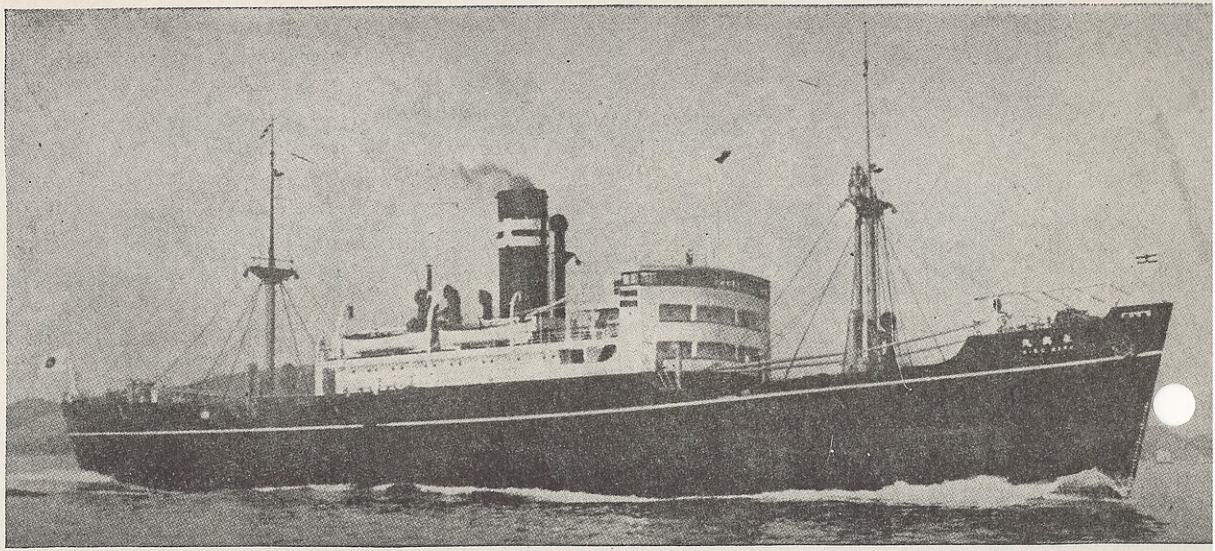
Tonnages:
Gross: 3,026 D. W.: 3,841
Length:
W. L. (B. P.): 303′ O. A.:
Beam: 45′
Drafts:
Loaded: 20′ Light: 9½′
Speed:
Normal cruising: 11½ Max.: 14
Potential naval value: AP, PG.
Remarks:

Constructed:
1937 Japan
Propulsion:
Machinery: Steam turbines
Screws: 1 H. P.:
R. P. M.: @ Knots:
Fuel: Coal Capacity: 329 tons
Radius:



C

EIKO MARU ▼

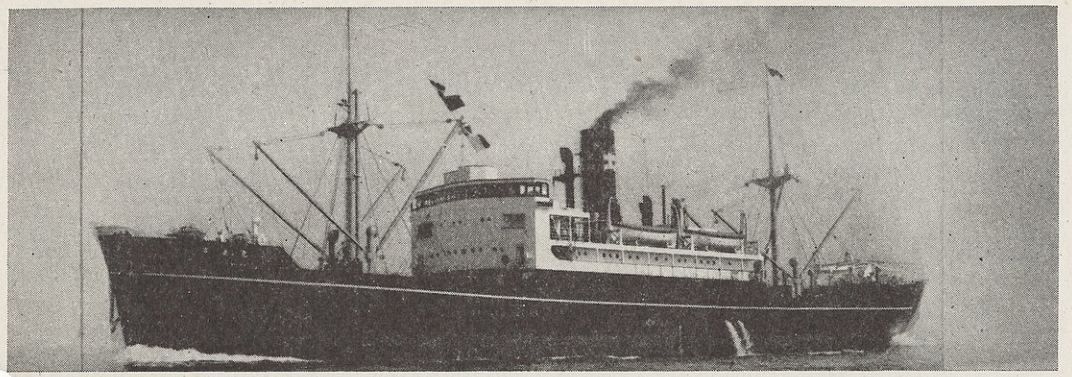


TAIKAI MARU

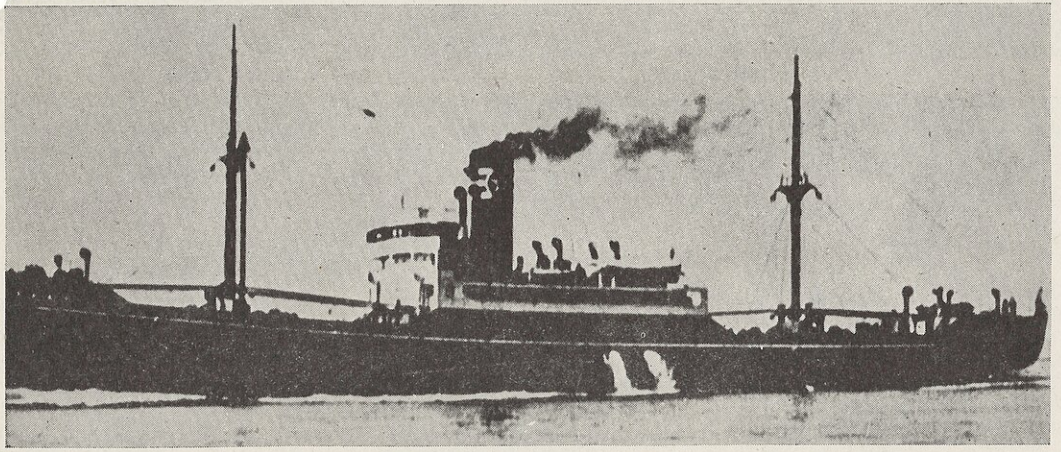
Tonnages:
Cross: 2,478 D. W.: 4,150
Length:
W. L. (B. P.): 303′ O. A.:
Beam: 43′
Drafts:
Loaded: 19′ 7″ Light: 8½′
Speed:
Normal cruising: 10 Max.: 11½
Potential naval value: APc.
Remarks:

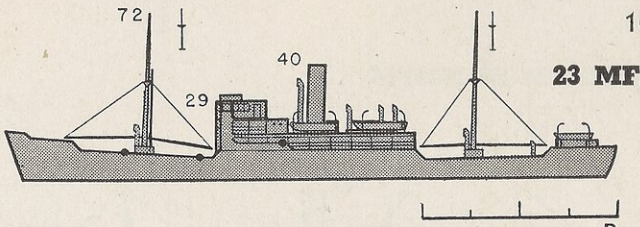
Constructed:
1919 Great Britain
Propulsion:
Machinery: Reciprocating
Screws: 1 N. H. P.: 217
R. P. M.: @ Knots:
Fuel: Coal Capacity: 450 tons
Radius: 540 miles at 10 knots

23 MFM



▲ TOKATI MARU ▼



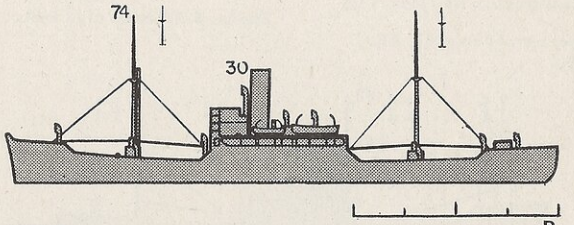


TOKATI MARU

Tonnages:
Gross: 1,932 D. W.: 2,826
Length:
W. L. (B. P.): 278′ O. A.:
Beam: 40′
Drafts:
Loaded: 18′ Light: 9′
Speed:
Normal cruising: Max.: 14
11

Constructed:
1939 Japan
Propulsion:
Machinery: Reciprocating
Screws: 1 N. H. P.: 263
R. P. M.: @ Knots:
Fuel: Coal Capacity: 230 tons
Radius: 2,800 miles at 11 knots

Potential naval value: AP, AK, patrol vessel.
Remarks:



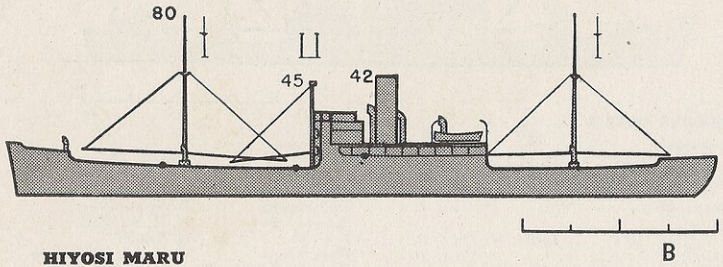
DAIDO MARU
IMIZU MARU, KANKO MARU, KEIKO MARU, RAKUTO MARU, RYUKO MARU, ZUIKO MARU

Tonnages:
Gross: 2,578–2,962 D. W.: 3,787–4,094
Length:
W. L. (B. P.): 298–305′ O. A.:
Beam: 45′
Drafts:
Loaded: 20½′ Light: 7½′
Speed:
Normal cruising: 11½ Max.: 14

Constructed:
1935–38 Japan
Propulsion:
Machinery: Reciprocating
Screws: 1 H. P.:
R. P. M.: @ Knots:
Fuel: Coal Capacity: 318 tons
Radius: 5,500 miles at 11½ knots

Potential naval value: AM, AP, AH, patrol vessel.
Remarks: RYUKO MARU operating as AH–7.

23 MKFM–23 KMFM



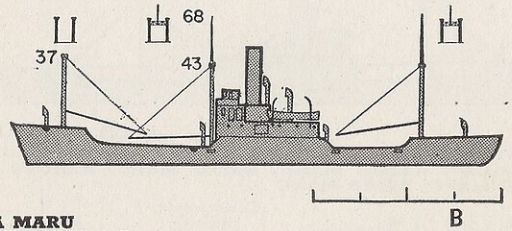
HIYOSI MARU

Tonnages:
Gross: 4,046 D. W.: 5,700
Length:
W. L. (B. P.): 352′ O. A.:
Beam: 50′
Drafts:
Loaded: 23′ Light: 9′
Speed:
Normal cruising: 12 Max.: 13½

Constructed:
1937 Japan
Propulsion:
Machinery: Steam turbines
Screws: 1 N. H. P.: 333
R. P. M.: @ Knots:
Fuel: Coal Capacity: 790 tons

Radius: 8,500 miles at 12 knots.

Potential naval value: AP, AK.
Remarks:



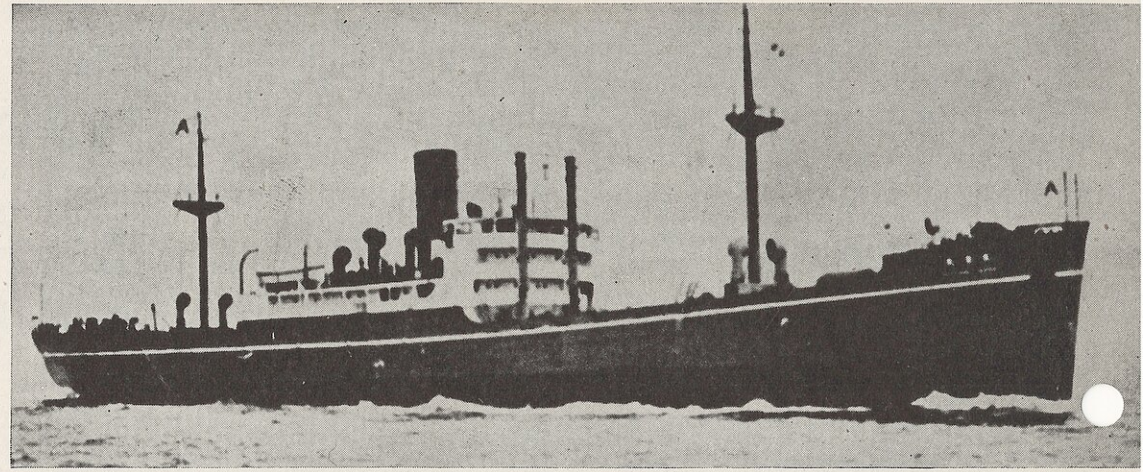
AZUSA MARU
KATURA MARU

Tonnages:
Gross: 1,370 D. W.: 1,900
Length:
W. L. (B. P.): 228′ O. A.:
Beam: 34′
Drafts:
Loaded: 17′ 4″ Light: 7′ 1″
Speed:
Normal cruising: 10 Max.: 11

Constructed:
1939 Japan
Propulsion:
Machinery: Reciprocating
Screws: 1 N. H. P.: 118
R. P. M.: @ Knots:
Fuel: Coal Capacity: 205 tons

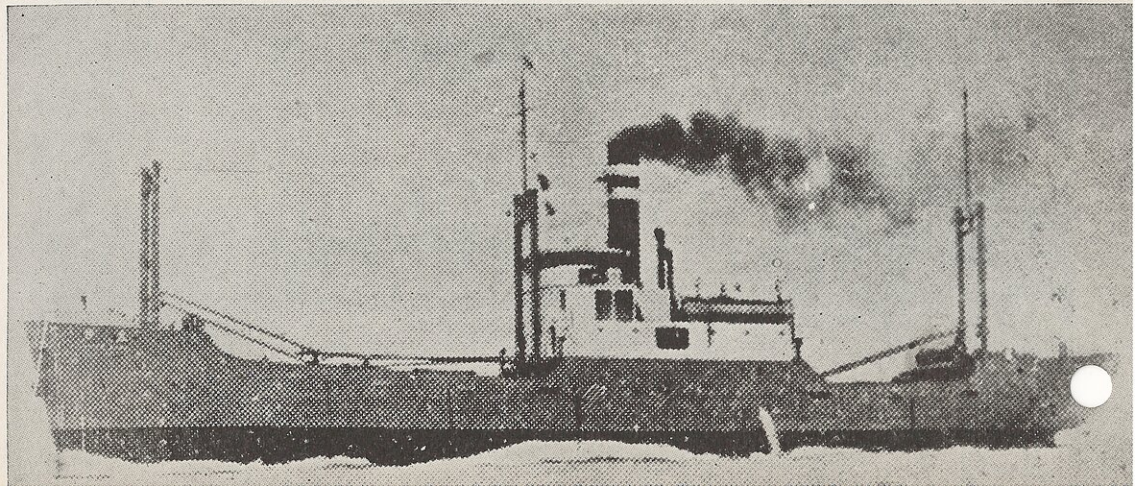
Radius: 3,400 miles at 10 knots.

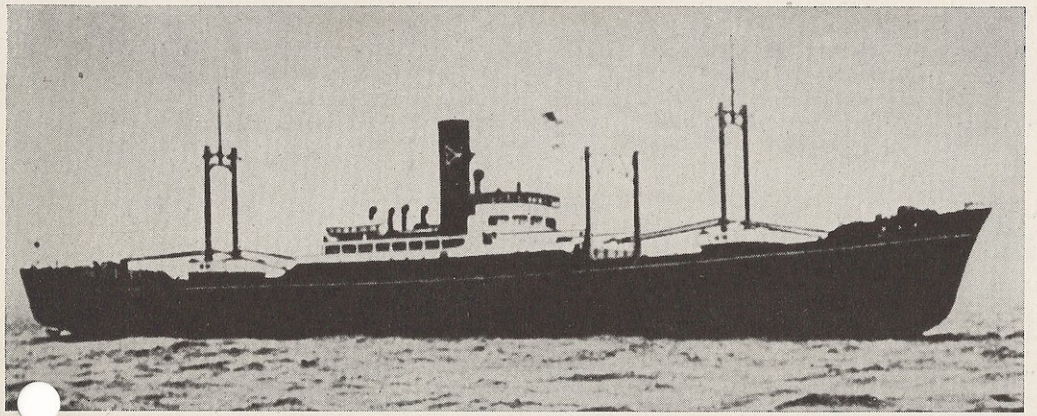
Potential naval value: AK.
Remarks: Others of this type may be building.



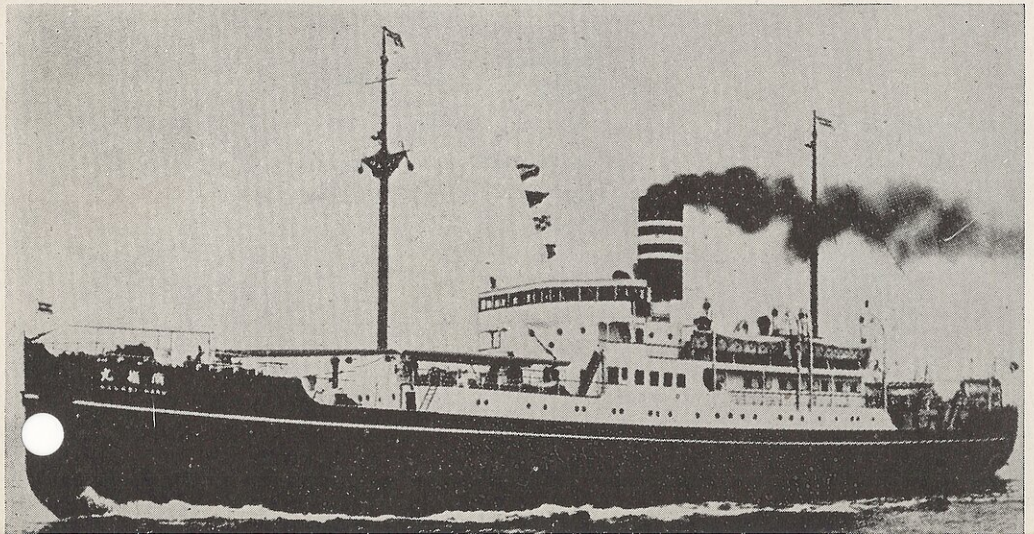
▲ HIYOSI MARU

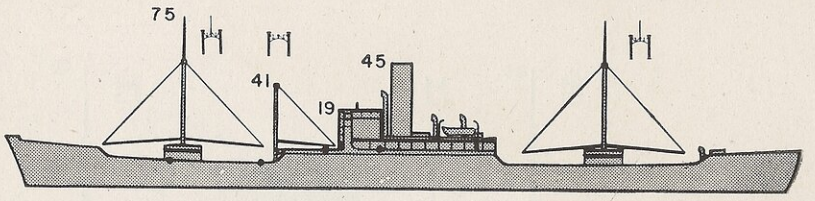
▼ AZUSA MARU





NANREI MARU ▼ KIMISIMA MARU ▲



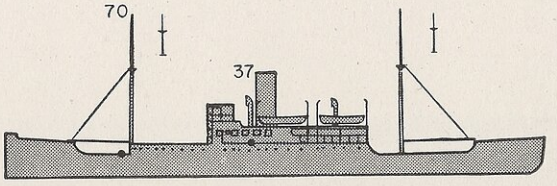


KIMISIMA MARU

Tonnages:
Gross: 5,193 D. W.: 7,572
Length:
W. L. (B. P.): 400′ O. A.:
Beam: 54′
Drafts:
Loaded: 24′ Light: 9′
Speed:
Normal cruising: 12½ Max.: 15
Potential naval value: AP, AK.
Remarks:

Constructed:
1938 Japan
Propulsion:
Machinery: Steam turbines
Screws: 1 N. H. P.: 500
R. P. M.: @ Knots:
Fuel: Coal Capacity: 1,800 tons
Radius: 15,000 miles at 12½ knots.

B



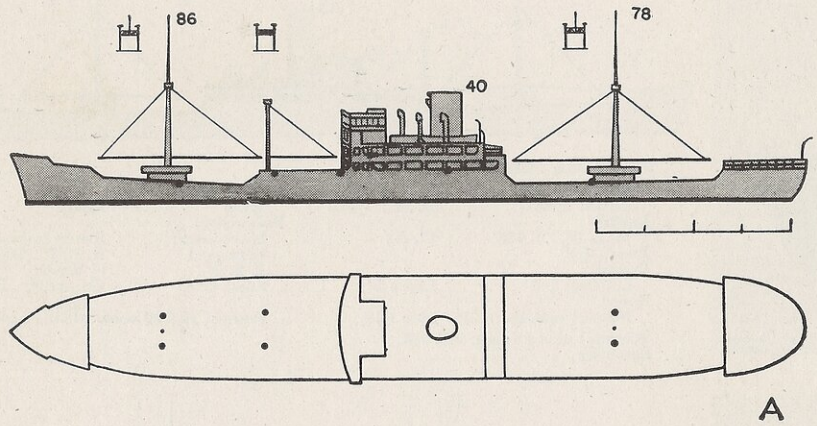
HOKUREI MARU
NANREI MARU

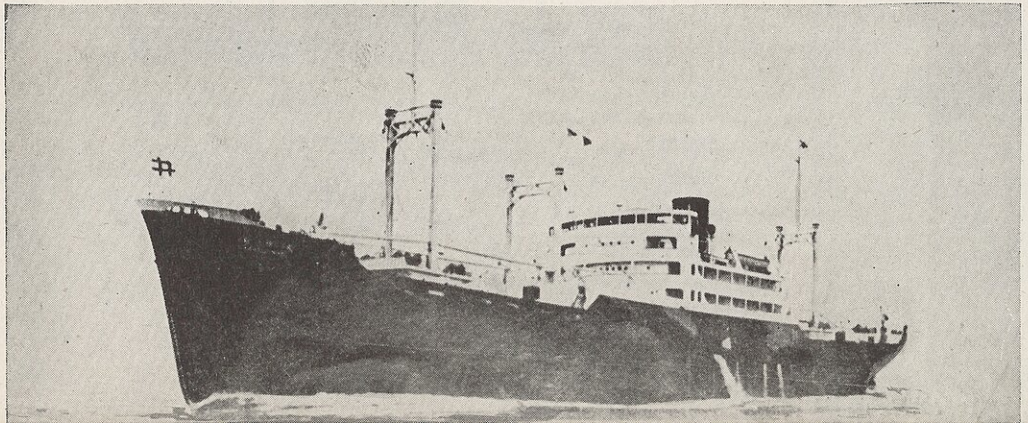
Tonnages:
Gross: 2,408 D. W.: 2,700
Length:
W. L. (B. P.): 275′ O. A.:
Beam: 42′
Drafts:
Loaded: 19′ Light:
Speed:
Normal cruising: 10 Max.: 14
Potential naval value: AP, patrol vessel.
Remarks: Ice breaker.

Constructed:
1924 Japan
Propulsion:
Machinery: Reciprocating
Screws: 1 N. H. P.: 240
R. P. M.: @ Knots:
Fuel: Coal Capacity:
Radius:

B

23A MKFM





KENSYO MARU

Tonnages:
Gross: 4,862 D. W.: 7,026

Length:
W. L. (B. P.): 384′ O. A.:

Beam: 53′

Drafts:
Loaded: 25′ Light: 11′

Speed:
Normal cruising: 15 Max.: 17

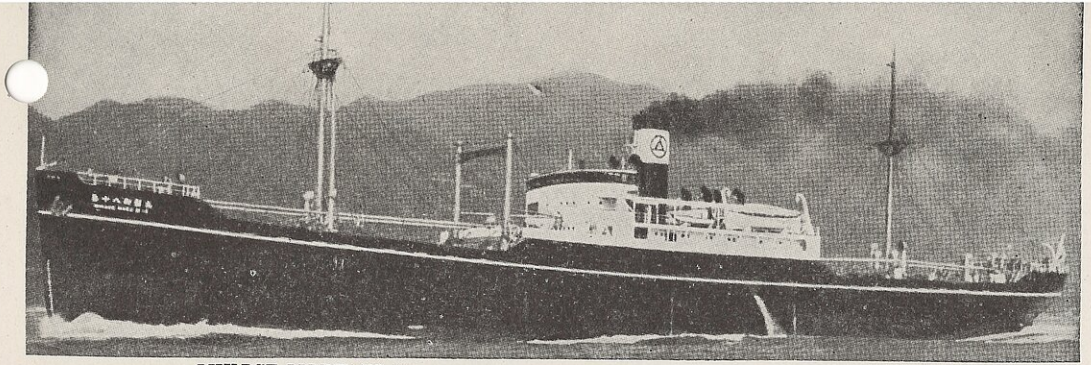
Constructed:
1938 Japan

Propulsion:
Machinery: Diesel
Screws: 1 N. H. P.: 642
R. P. M.: @ Knots:
Fuel: Oil Capacity: 881 tons

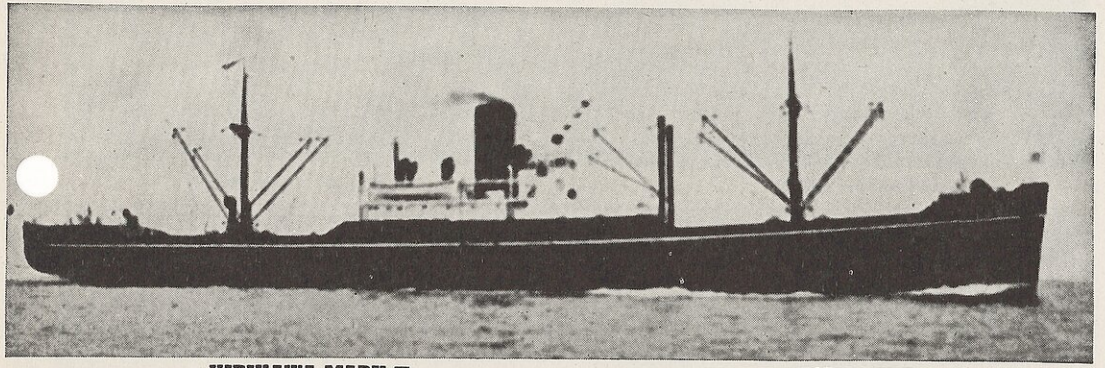
Radius: 21,600 miles at 15 knots.

Potential naval value: AP, AK, AS.

Remarks:

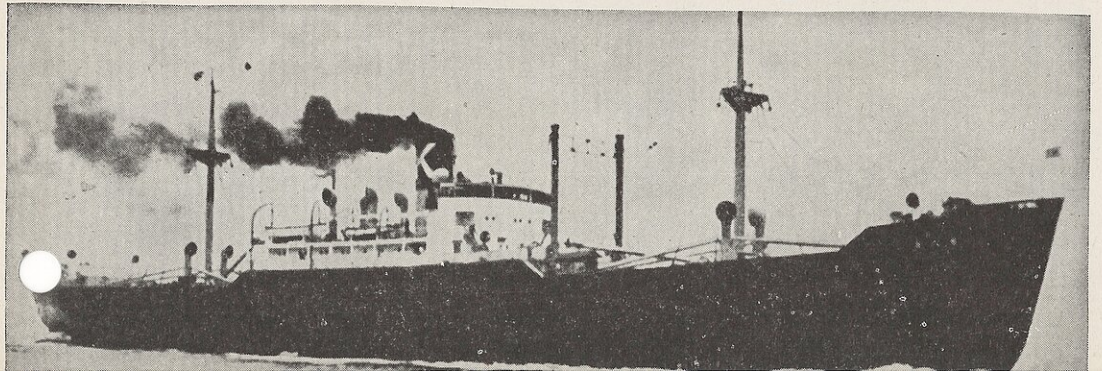


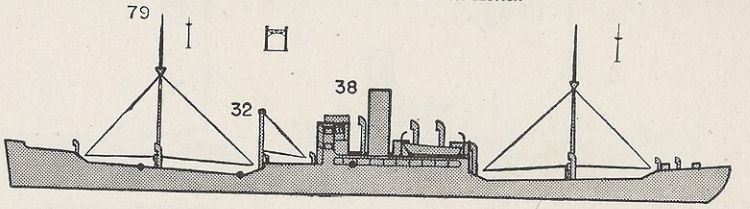
MIKAGE MARU #18 ▲



KIRIKAWA MARU ▼

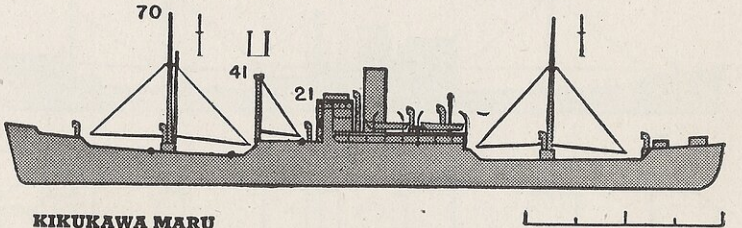
▲ TOEI MARU





MIKAGE MARU #18

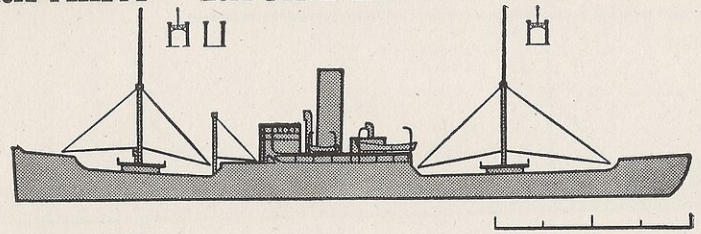
Tonnages: Gross: 4,319 D. W.: 6,309
Length: W. L. (B. P.): 360′ O. A.:
Beam: 50′
Drafts: Loaded: 24′ Light: 8′
Speed: Normal cruising: 13 Max.: 16
Potential naval value: AP, AK.
Constructed: 1937 Japan
Propulsion: Machinery: Steam turbines
Screws: 1 N. H. P.: 383
R. P. M.: @ Knots:
Fuel: Coal Capacity: 900 tons
Radius: 10,000 miles at 13 knots.



KIKUKAWA MARU
KIRIKAWA MARU, MATUKAWA MARU, MOMOKAWA MARU, NIPPO MARU, TOEI MARU, TOHO MARU

Tonnages: Gross: 3,764–4,092 D. W.: 5,611–5,779
Length: W. L. (B. P.): 354–5 O. A.:
Beam: 50′
Drafts: Loaded: 23′ Light: 8′ 6″
Speed: Normal cruising: 12–14 Max.: 14–16
Potential naval value: AP, AK.
Constructed: 1937–41 Japan
Propulsion: Machinery: Steam turbines
Screws: 1 N. H. P.: 333
R. P. M. @ Knots:
Fuel: Coal Capacity: 1,000 tons
Radius: 10,000 miles at 12 knots. (TOEI MARU slightly less.)

23A MKFM 23A MFKMK

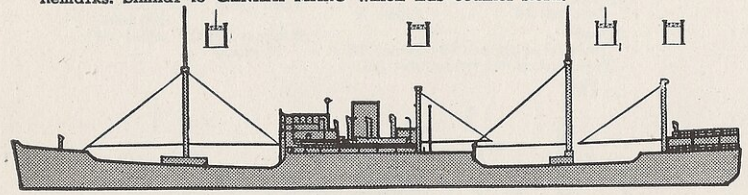


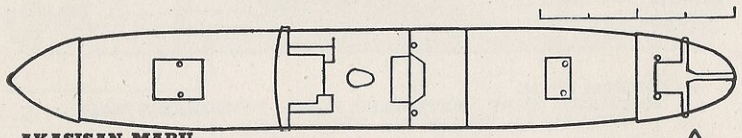
C

KOKAI MARU

Tonnages:
Gross: 3,871 D. W.: 5,352
Length:
W. L. (B. P.): 340′ O. A.:
Beam: 48′
Drafts:
Loaded: 22′ Light: 8′
Potential naval value: AP, AK.
Remarks: Similar to GENKAI MARU which has counter stern.

Speed:
Normal cruising: 12
Max.: 15
Constructed: 1939 Japan
Propulsion:
Machinery: Reciprocating and exhaust turbine
Screws: 1 N. H. P.: 232
R. P. M.: @ Knots:
Fuel: Coal Capacity: 566 tons
Radius: 5,800 miles at 12 knots



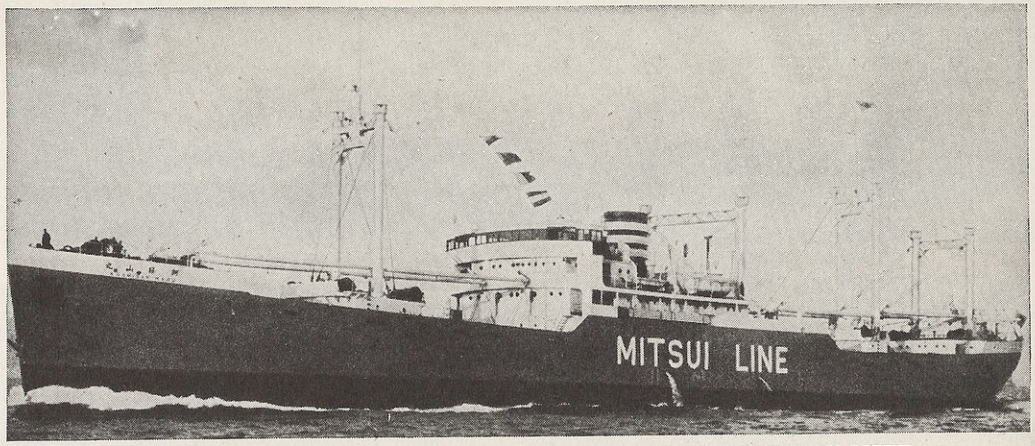


A

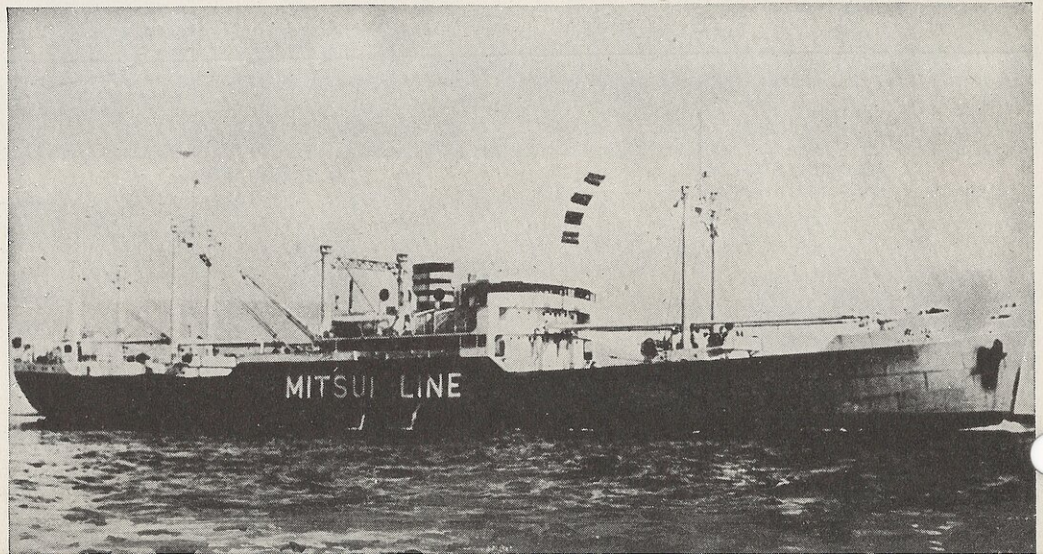
AKASISAN MARU
ASAHISAN MARU

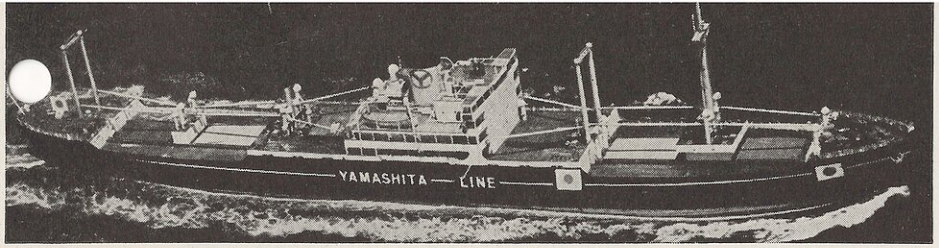
Tonnages:
Gross: 4,541–51 D. W.: 6,379
Length:
W. L. (B. P.): 360′–2′ O. A.: 378′
Beam: 50′
Drafts:
Loaded: 24′ Light: 10′
Speed:
Normal cruising: 13 Max.: 15½
Potential naval value: AP, AK.
Remarks:

Constructed: 1935 Japan
Propulsion:
Machinery: Diesel
Screws: 1 N. H. P.: 453
B. H. P.: 2,650
R. P. M.: 140 @ Knots: 15½
Fuel: Oil Capacity: 1,415 tons including deep tanks
Radius: 37,000 miles at 13 knots

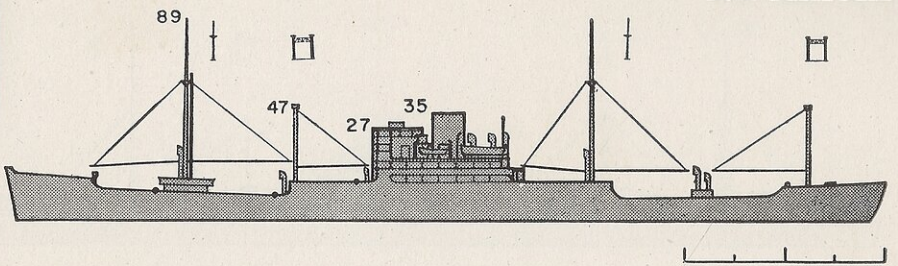


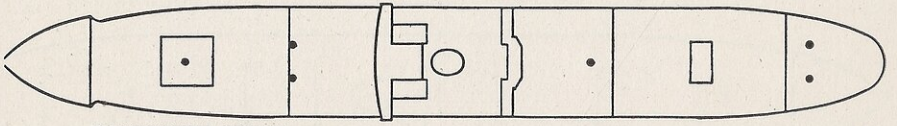
▲ ASAHISAN MARU ▼ AKASISAN MARU



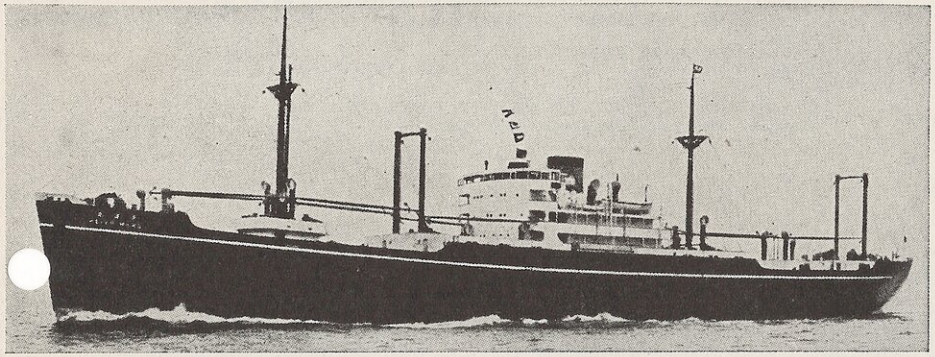


▲ YAMAZUKI MARU

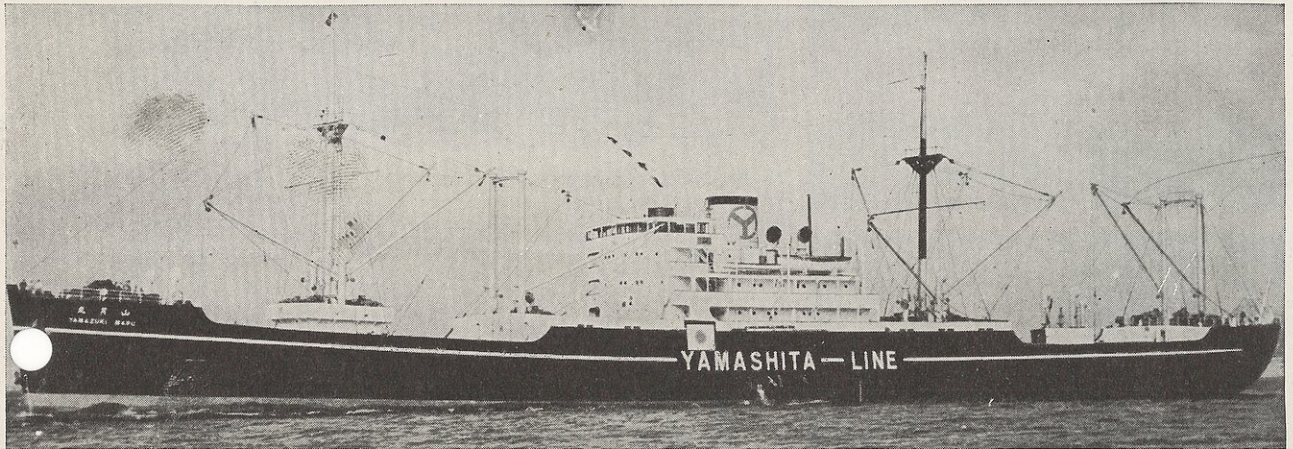




▼ KEIYO MARU



▼ YAMAZUKI MARU



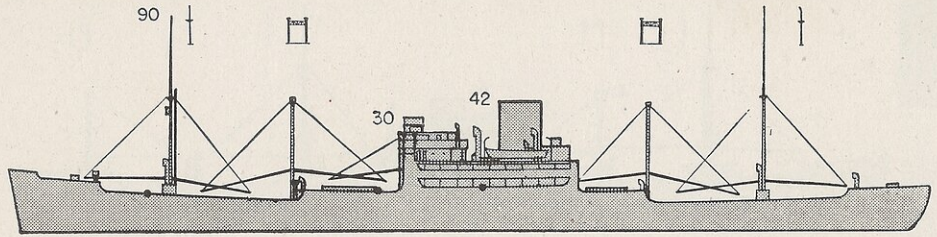
23A MKFMK

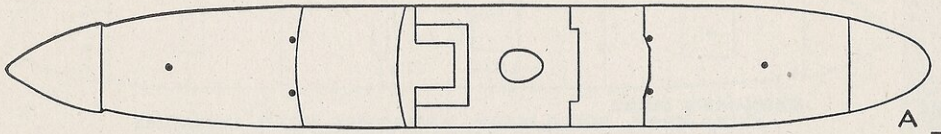
KAMOGAWA MARU
KEIYO MARU, SINKO MARU, TAMAGAWA MARU, YAMAGIRI MARU, YAMAZUKI MARU, YODOGAWA MARU, ZENYO MARU

A

Tonnages:
Gross: 6,438–80 D. W.: 9,301–413
Length:
W. L. (B. P.): 439′ O. A.: 456′
Beam: 58′
Drafts:
Loaded: 26′ Light: 9′ 6″
Speed:
Normal cruising: 14–15 Max.: 17–19
Constructed:
1935–39 Japan
Propulsion:
Machinery: Diesel
Screws: 1 N. H. P.: 1165
B. H. P.: 4,700
R. P. M.: 110 @ Knots: 14
R. P. M.: 133 @ Knots: 17
Fuel: Oil Capacity: 2,500 tons including deep tanks
Radius: 47,000 miles at 14 knots
Potential naval value: AP, AK, AV.
Remarks: Heavy lift gear for 60-ton lift in No. 2 hatch. Can mount six 5″ or 6″ guns.

23A MKFKM





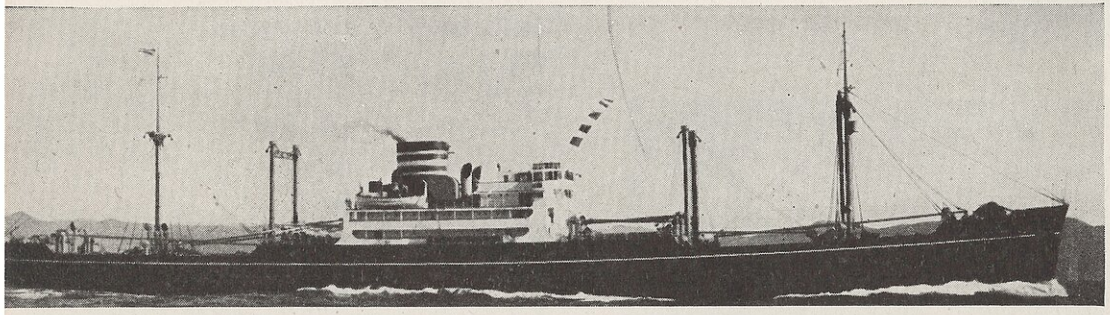
AKAGI MARU
ARIMA MARU, ASAKA MARU, AWATA MARU

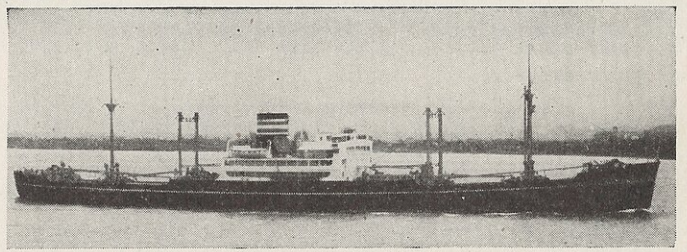
Tonnages:
Gross: 7,390–8 D. W.: 9,417–63
Length:
W. L. (B. P.): 463′ O. A.: 485′
Beam: 62′
Drafts:
Loaded: 28′ Light: 12′
Speed:
Normal cruising: 15 Max.: 19
Constructed:
1936–38 Japan

Propulsion:
Machinery: Diesel
Screws: 1 N. H. P.: 2,248
B. H. P.: 8,000
R. P. M.: 105 @ Knots: 16
R. P. M.: 118 @ Knots: 19
Fuel: Oil Capacity: 2,500 tons including deep tanks.
Radius: 36,000 miles at 15 knots.

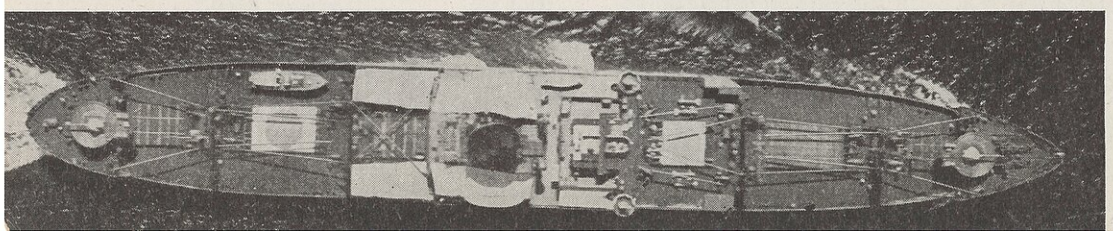
Potential naval value: APG, AP, AK, AV, AVE, ACL, PV.
Remarks: Reported to mount six 5″ or 6″ guns.

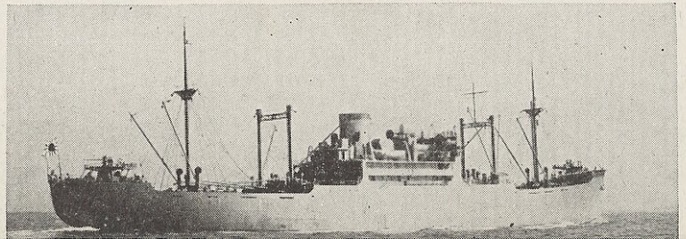
▼ ARIMA MARU ▼



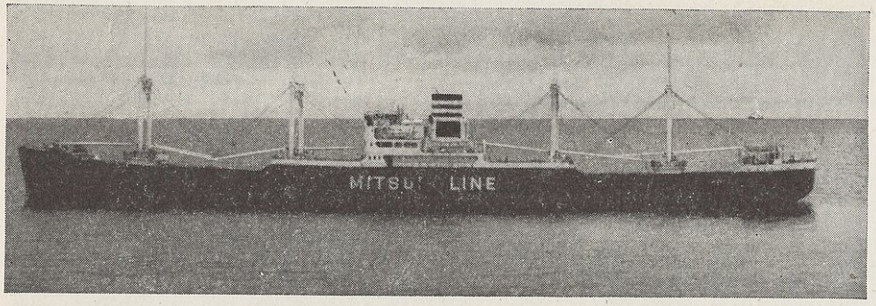


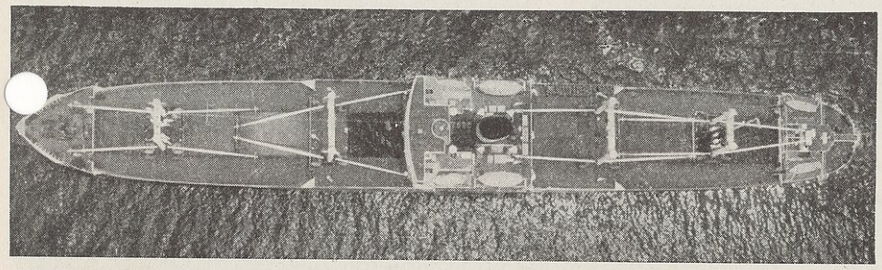
▲ ASAKA MARU AFTER CONVERSION ▼



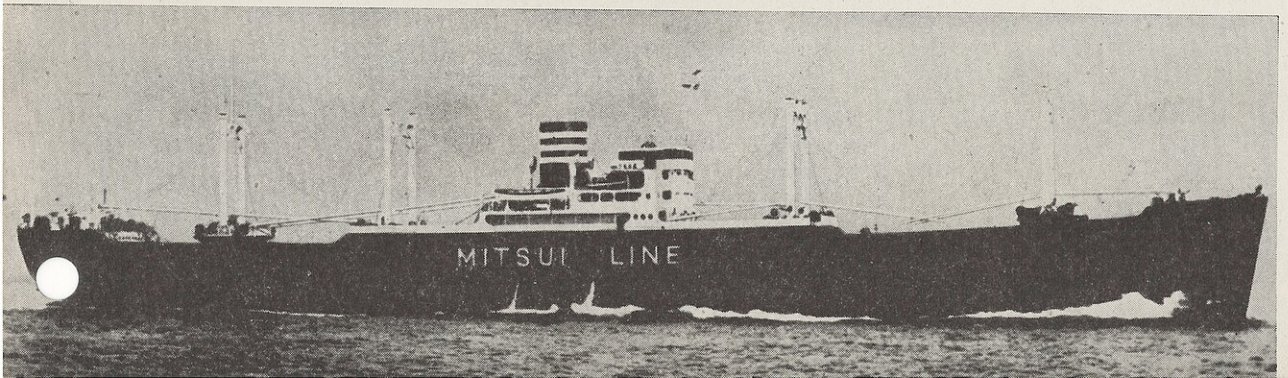


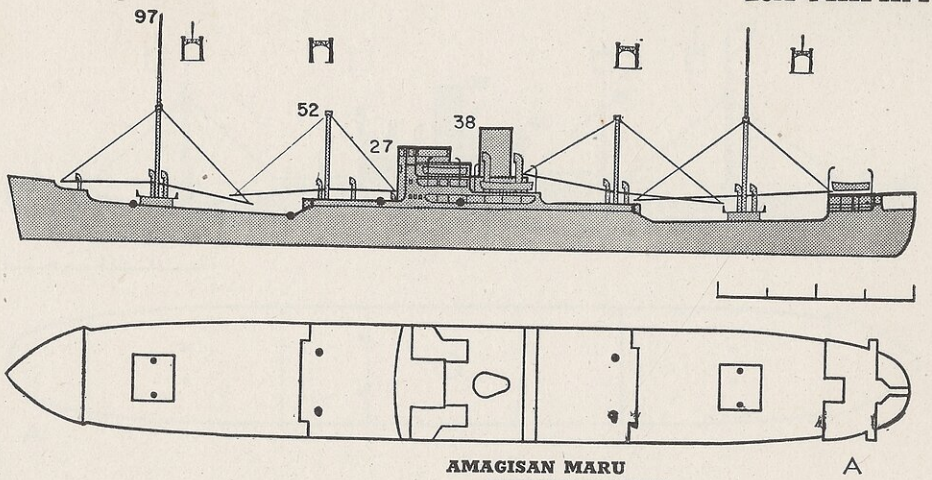
23A MKFKM





ALL PHOTOS AZUMASAN MARU





AMAGISAN MARU
AZUMASAN MARU

Tonnages:
Gross: 7,620 — D. W.: 9,809–25

Length:
W. L. (B. P.): 454′ — O. A.: 472′

Beam: 60′

Drafts:
Loaded: 27′ 6″ — Light: 12′

Speed:
Normal cruising: 16 — Max: 18½

Constructed:
1933 — Japan

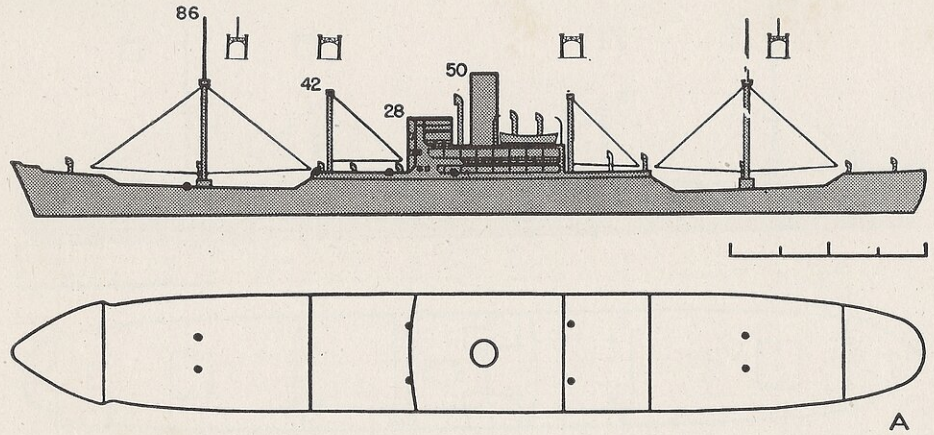
Propulsion:
Machinery: Diesel
Screws: 1 — N. H. P.: 1,230
B. H. P.: 7,000
R. P. M.: 112 — @ Knots: 16.2
Fuel: Oil — Capacity: 2,400 tons including deep tanks

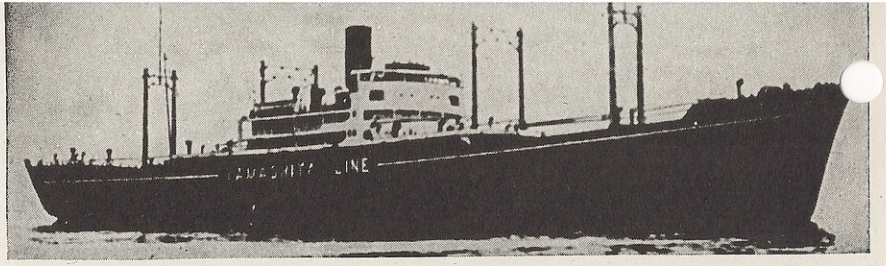
Radius: 33,000 miles at 16 knots.

Potential naval value: AP, AK, AV

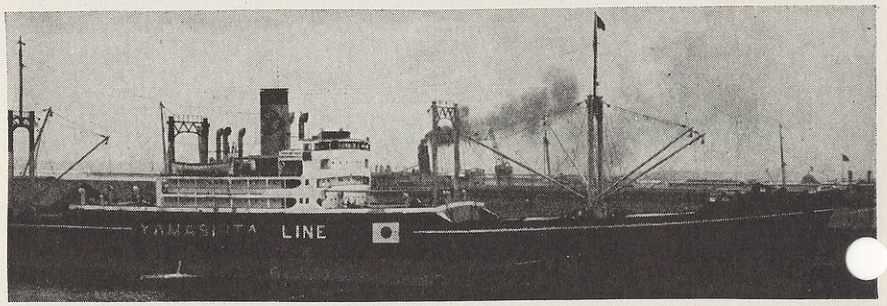
Remarks: Can mount four 5″ or 6″ guns. Eight watertight bulkheads.

23A MKFKM





▲ YAMASIMO MARU



▼ YAMASIMO MARU

▲ ARATAMA MARU

ARATAMA MARU
YAMASIMO MARU

Tonnages:
Gross: 6,777–84 D. W.: 10,008–40

Length:
W. L. (B. P.): 447′ O. A.: 475′

Beam: 59′

Drafts:
Loaded: 27′ Light: 11′

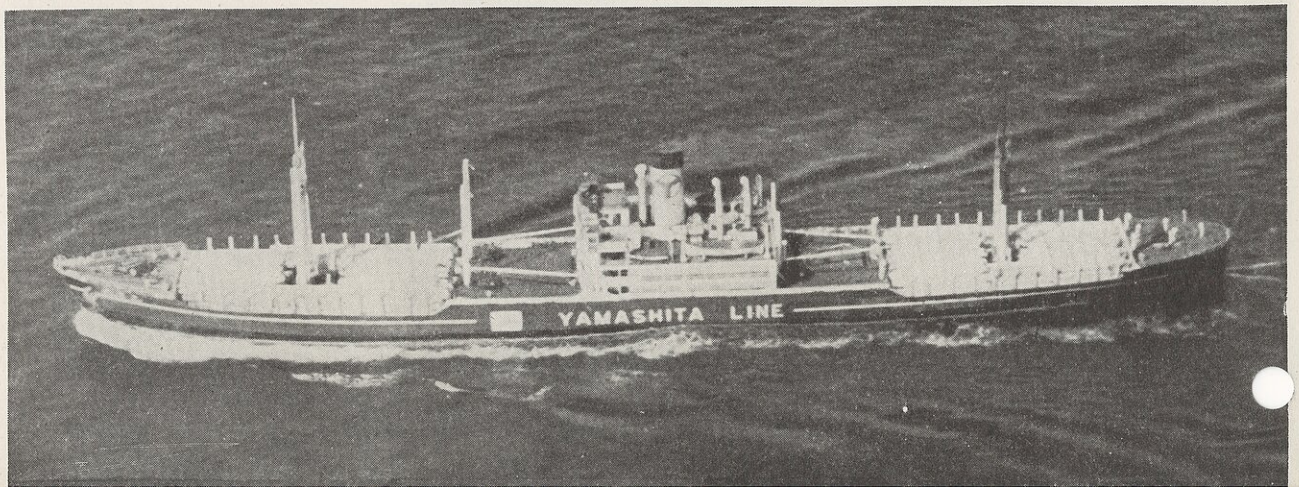
Speed:
Normal cruising: 13 Max.: 16

Constructed:
1938 Japan

Potential naval value: AP, AK.

Remarks:

Propulsion:
Machinery: Steam turbines
Screws: 1 N. H. P.: 398
I. H. P.: 3,000
R. P. M.: 110 @ Knots: 13
Fuel: Coal or oil Capacity: 3,000 tons of oil including deep tanks
Radius: 25,000 miles at 13 knots



TATUKAMI MARU

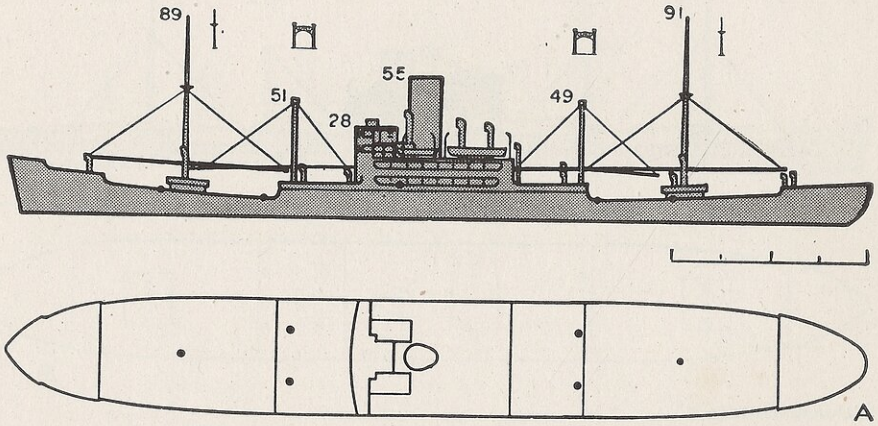
TATUTAKE MARU

Tonnages:
Gross: 7,064–8 D. W.: 10,080–90
Length:
W. L. (B. P.): 442′ O. A.:
Beam: 59′
Drafts:
Loaded: 26′ 6″ Light: 10′
Speed:
Normal cruising: 12 Max.: 15

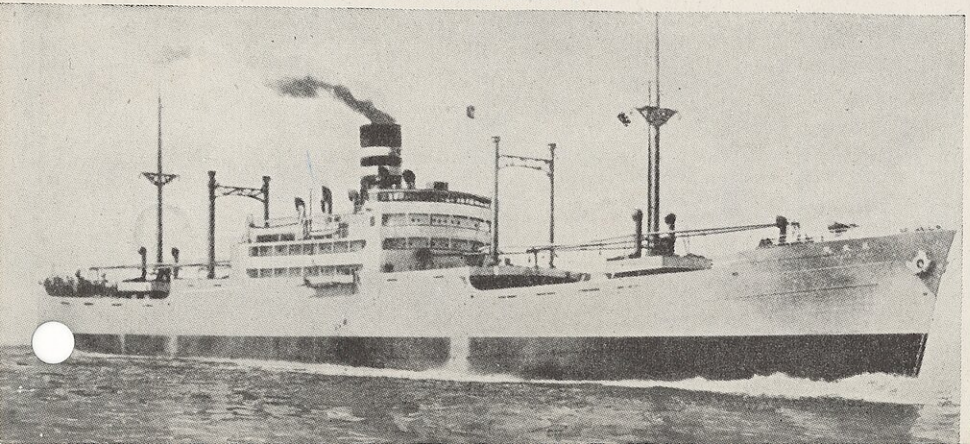
Potential naval value: AP, AK, AS.
Remarks: Can mount four 5″ or 6″ guns.

Constructed:
1939 Japan
Propulsion:
Machinery: Steam turbines
Screws: 1 N. H. P.: 600
R. P. M.: @ Knots:
Fuel: Coal or oil Capacity: Oil, 968 tons

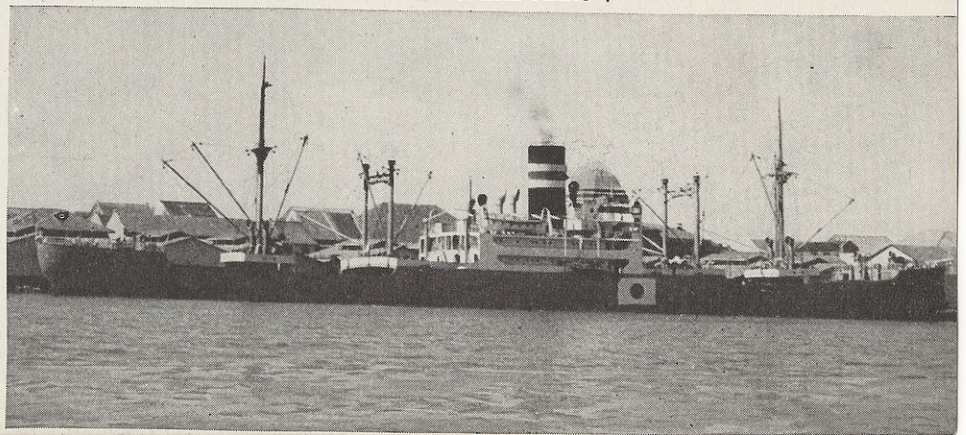
Radius:



TATUKAMI MARU ▼



TATUTAKE MARU ▼



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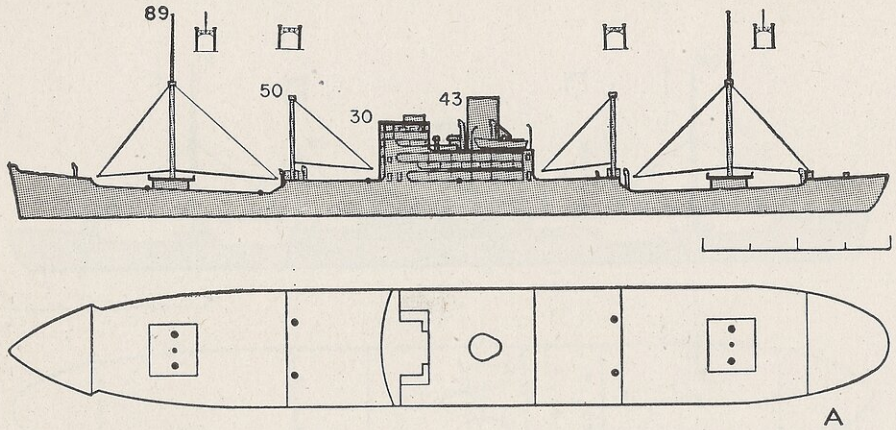
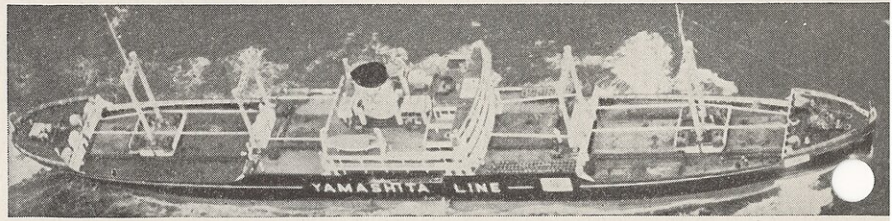


▲ YAMAZATO MARU ▼



▼ YAMAKAZE MARU

YAMAKAZE MARU
YAMAZATO MARU

Tonnages:
Gross: 6,921–6 D. W.: 10,154–357

Length:
W. L. (B. P.): 440′ O. A.: 460′

Beam: 60′

Drafts:
Loaded: 27′ Light: 10′ 6″

Speed:
Normal cruising: 14 Max.: 19

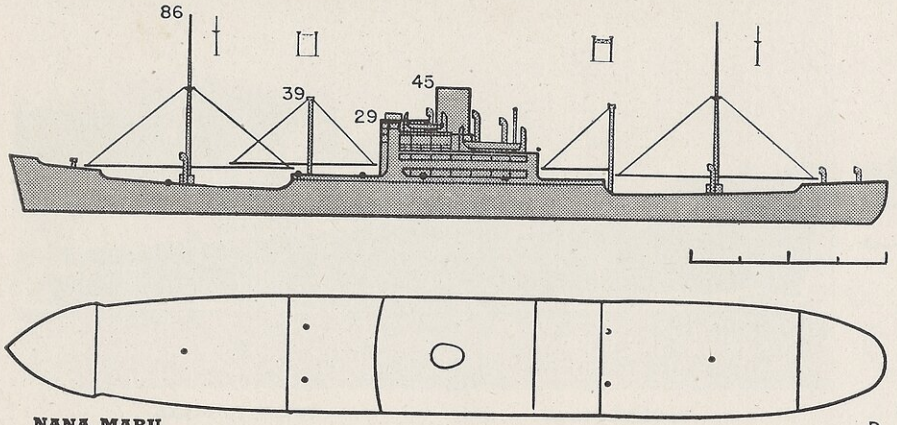
Constructed:
1937–38 Japan

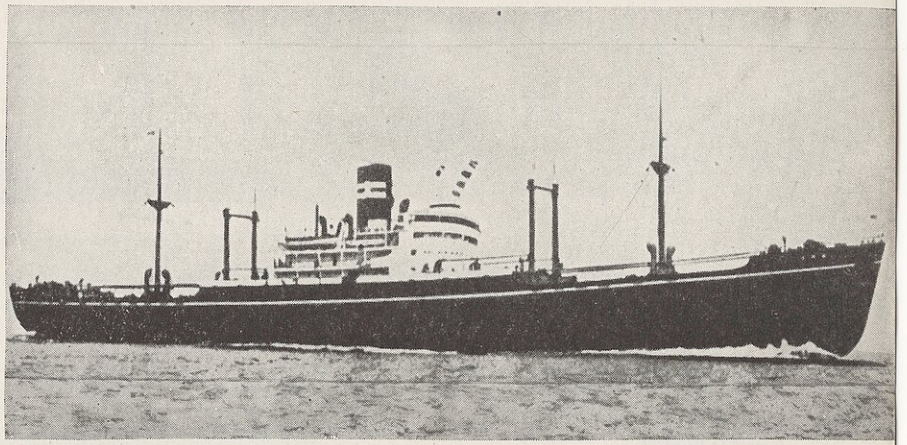
Propulsion:
Machinery: Diesel
Screws: 1 N. H. P.: 963
R. P. M.: 125 @ Knots: 17
R. P. M.: 105 @ Knots: 13
Fuel: Oil Capacity: 3,000 tons including deep tanks.

Radius: 50,000 miles at 14 knots.

Potential naval value: AP, AK, AV.

Remarks: Can mount four 5″ or 6″ guns.





▲ NANA MARU ▼ SEIA MARU

NANA MARU

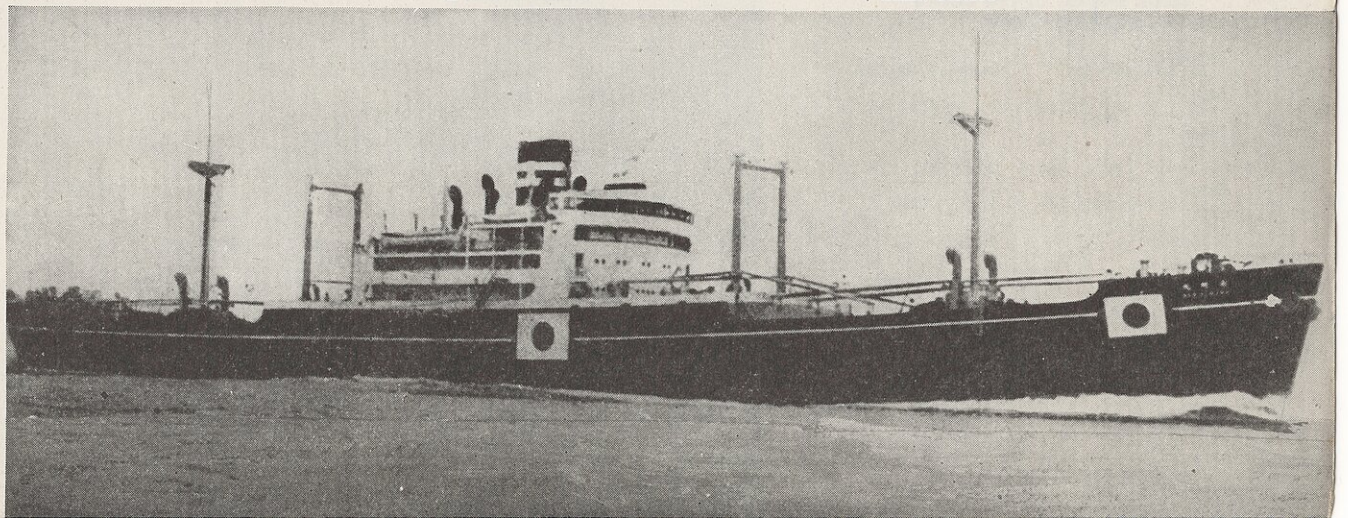
TOA MARU, SEIA MARU

Similar: **NITIYU MARU**

Tonnages:	
Gross: 6,658–764	D. W.: 9,390–625
Length:	
W. L. (B. P.): 439′–46′	O. A.: 461′
Beam: 59′	
Drafts:	
Loaded: 26′	Light: 11′
Speed:	
Normal cruising: 14	Max.: 19 (20)
Constructed:	
1939–40	Japan
Propulsion:	
Machinery:	Diesel (SEIA MARU—steam turbines)
Screws: 1	N. H. P.: 982
R. P. M.:	@ Knots:
Fuel: Oil	Capacity: 1,500 tons
Radius:	

Potential naval value: AP, AK, ACV

Remarks: Can mount four 5″ or 6″ guns.



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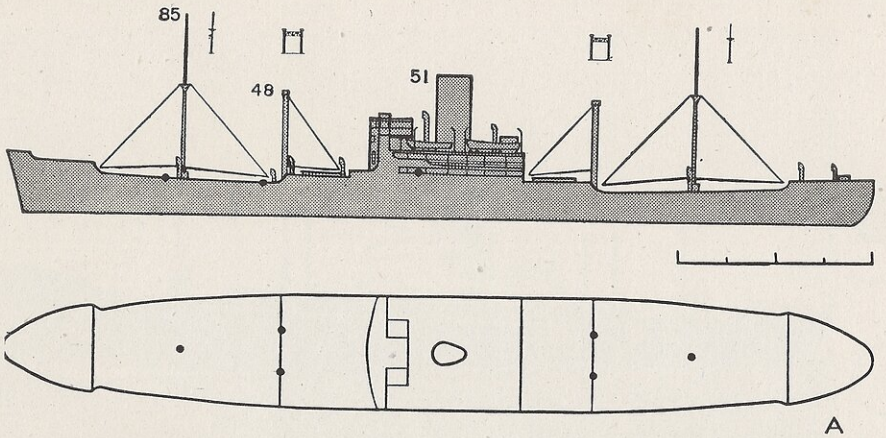
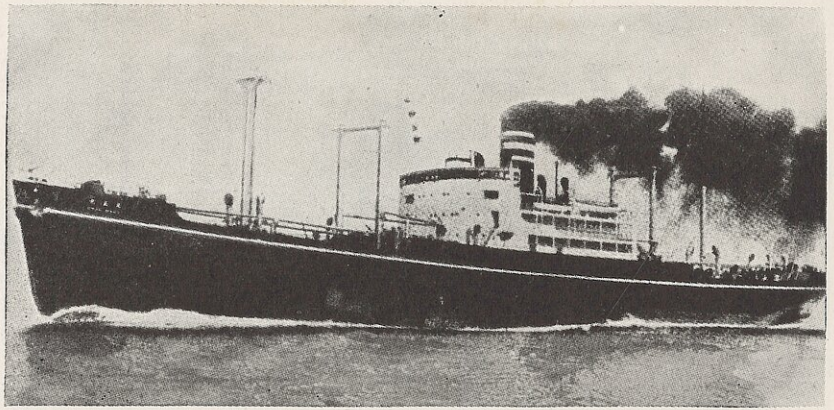


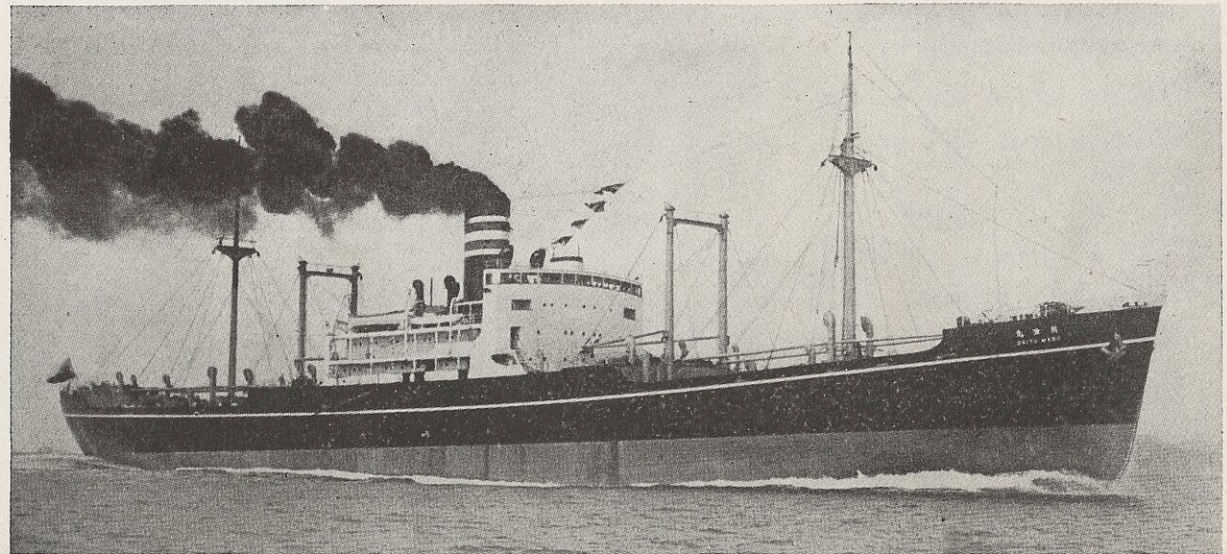


▲ ONOE MARU

▼ OKITU MARU

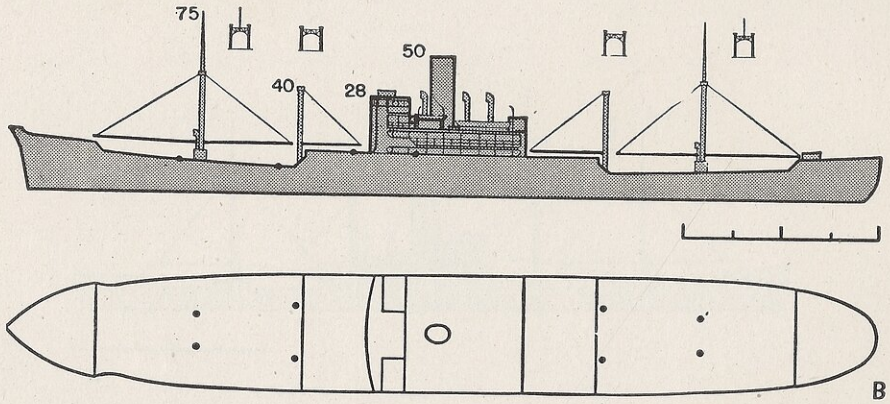
KENYO MARU
ONOE MARU, OKITU MARU
Similar: KYUSYU MARU

Tonnages:
Gross: 6,486–667 D. W.: 9,590–719
Length:
W. L. (B. P.): 437′–9′ O. A.: 461′
Beam: 59′
Drafts:
Loaded: 26′ Light: 11′
Speed:
Normal cruising: 14 Max.: 18 (20)
Constructed:
1937–40 Japan
Propulsion:
Machinery: Steam turbines
Screws: 1 I. H. P.: 7,400
R. P. M.: 120 @ Knots: 16 (140 @ 20)
Fuel: Coal Capacity: 2,700 tons
Radius: 27,000 miles at 14 knots.
Potential naval value: AP, AK, AV.
Remarks: KENYO MARU kingposts are strengthened with rod iron and forward pair have an extra horizontal bar.

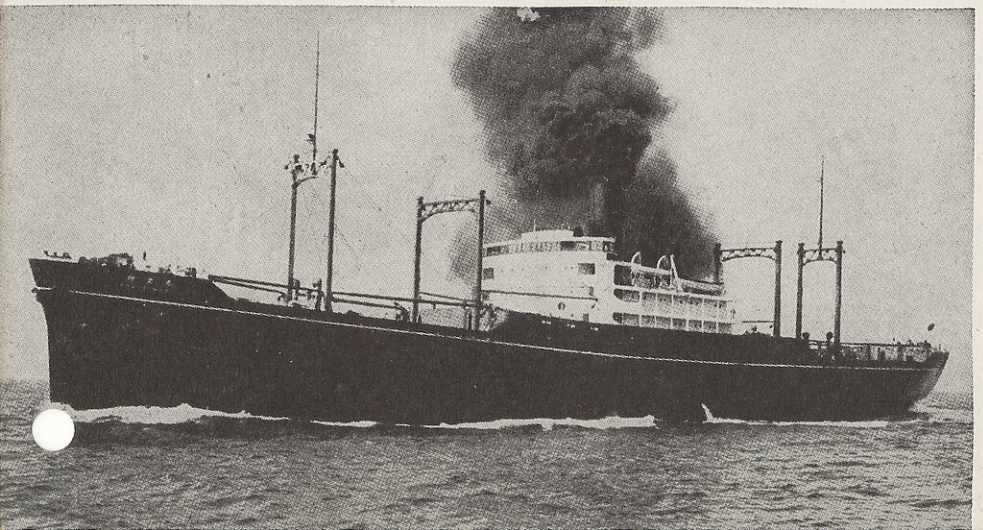


ASAKAZE MARU
HITATI MARU, KOGYO MARU, KOSIN MARU, NISSAN MARU, NITTI MARU, NITIRO MARU

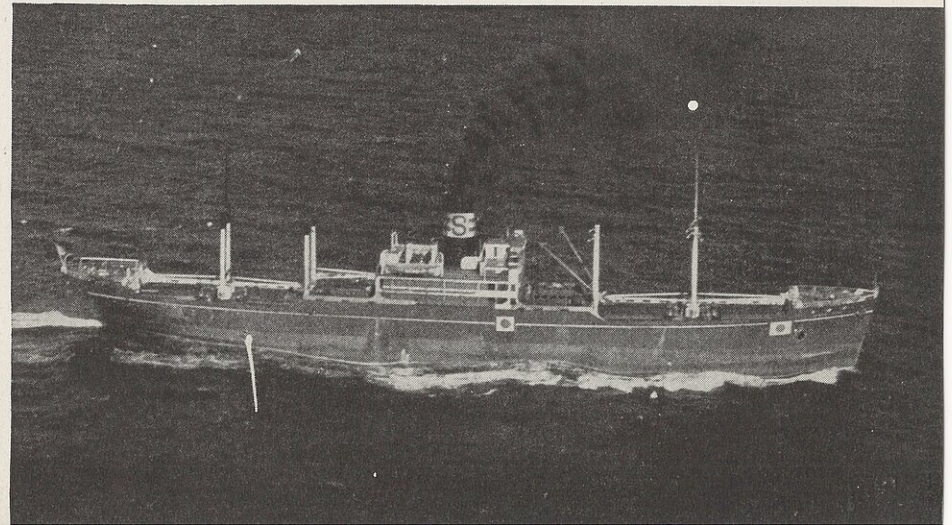
Tongues:
Gross: 6,353–543 D. W.: 9,884–10,143
Length:
W. L. (B. B.): 424′ O. A.:
Beam: 57′
Drafts:
Loaded: 27′ 6″ Light: 9′ 6″
Speed:
Normal cruising: 12–14 Max: 15–17
Constructed:
1938–39 Japan
Propulsion:
Machinery: Steam turbines
Screws: 1 N. H. P.: 517
R. P. M.: @ Knots:
Fuel: Oil or coal Capacity: Approximately 1,000 tons of oil.
Radius: 10,000 miles at 12–14 knots.
Potential naval value: AP, AK, AS
Remarks: KOGYO MARU has kingposts joined athwartships. KOSIN—Believed to be carrying oil in bulk.



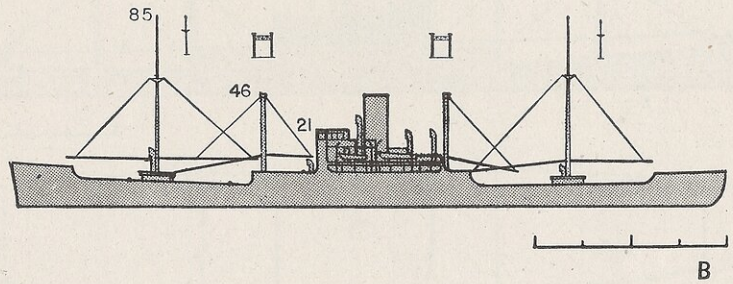
KOGYO MARU ▼



HITATI MARU ▼



23A MKFKM



HINO MARU #3

Tonnages:
Gross: 4,391 D. W.: 6,305

Length:
W. L. (B. P.): 360′ O. A.:

Beam: 50′

Drafts:
Loaded: 27′ Light: 8′ 6″

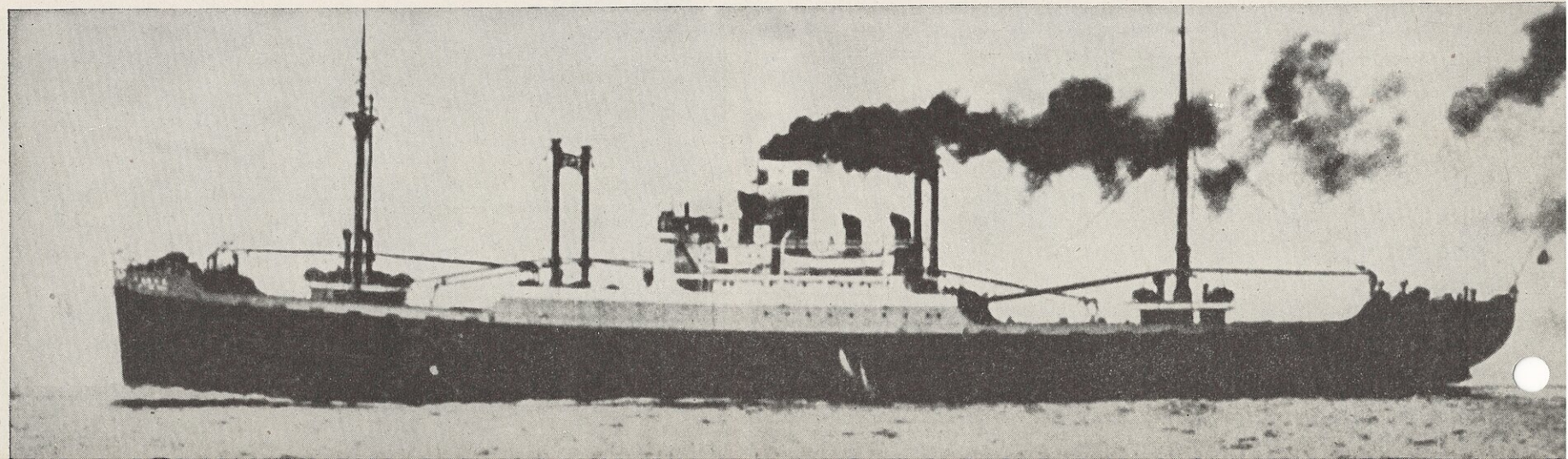
Speed:
Normal cruising: 12 Max.: 15

Potential naval value: AP, AK, AS.

Remarks:

Constructed:
1937 Japan

Propulsion:
Machinery: Steam turbines
Screws: 1 N. H. P.: 383
R. P. M.: @ Knots:
Fuel: Coal Capacity: 925 tons
Radius: 9,500 miles at 12 knots.



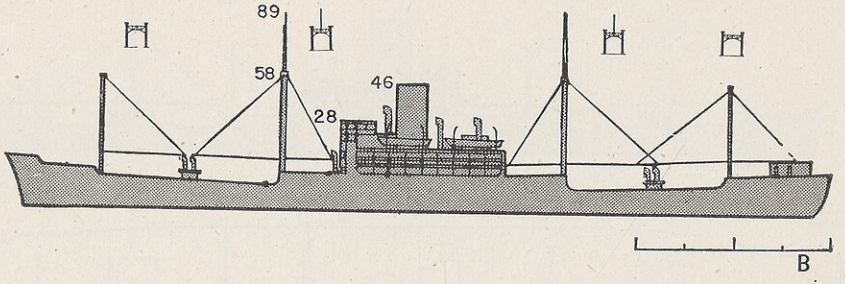
TATUHARU MARU
TATUHO MARU, TATUMIYA MARU, TATUWA MARU

Tonnages:
Gross: 6,335–45 D.W.: 7733–824
Length:
W. L. (B. P.): 411′ O. A.:
Beam: 56′
Drafts:
Loaded: 25′ 6″ Light: 10′
Speed:
Normal cruising: 14 Max.: 17

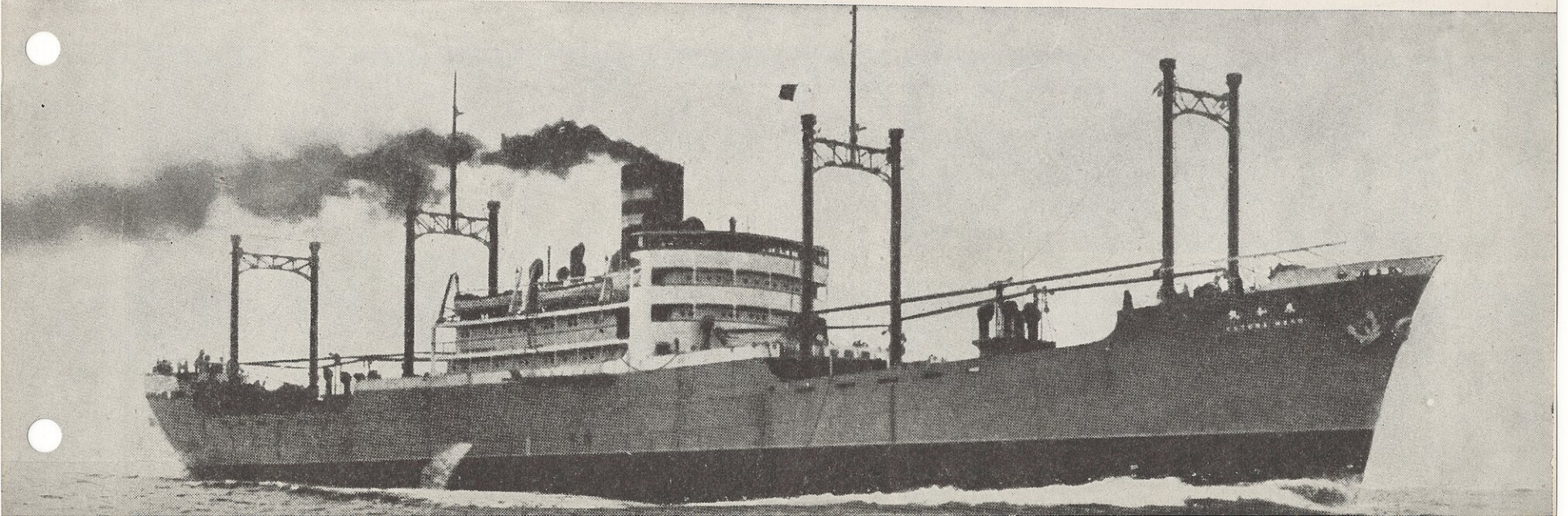
Potential naval value: AP, AK, AS.
Remarks:

Constructed:
1937–39 Japan

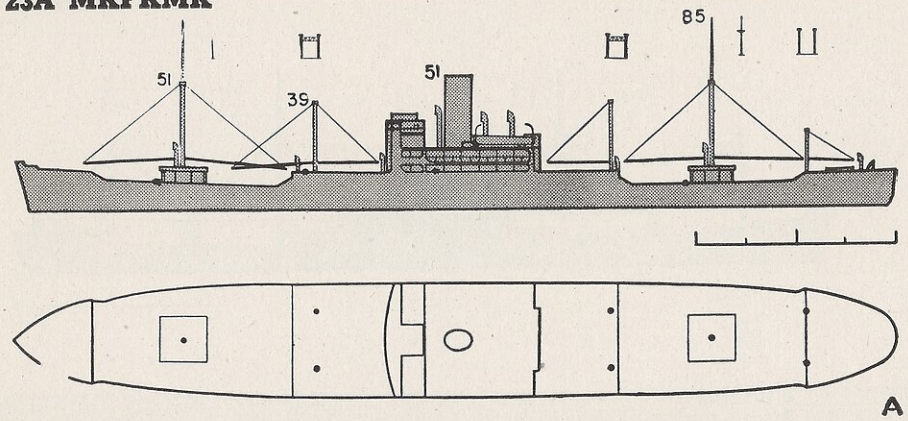
Propulsion:
Machinery: Steam turbines
Screws: 1 N. H. P.: 750
B. H. P.: 4,500
R. P. M.: @ Knots:
Fuel: Coal Capacity: 800 tons
Radius: 5,000 miles at 14 knots



TATUWA MARU ▼



23A MKFKMK



YAMABIKO MARU
YAMAURA MARU

Tonnages:
Gross: 6,798 D. W.: 10,000

Length:
W. L. (B. P.): 442′ O. A.: 460′

Beam: 59′

Drafts:
Loaded: 27′ Light: 9′

Speed:
Normal cruising: 14 Max.: 17½

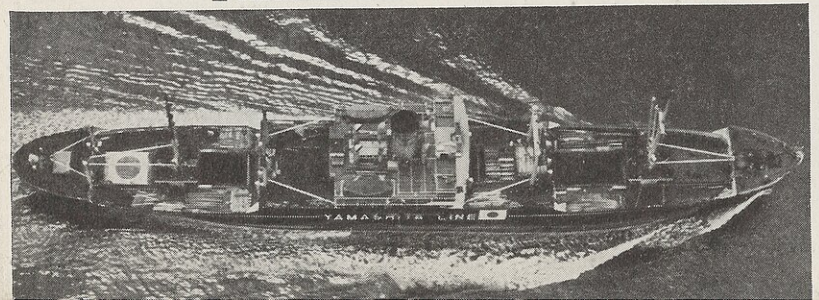
Constructed:
1937 Japan

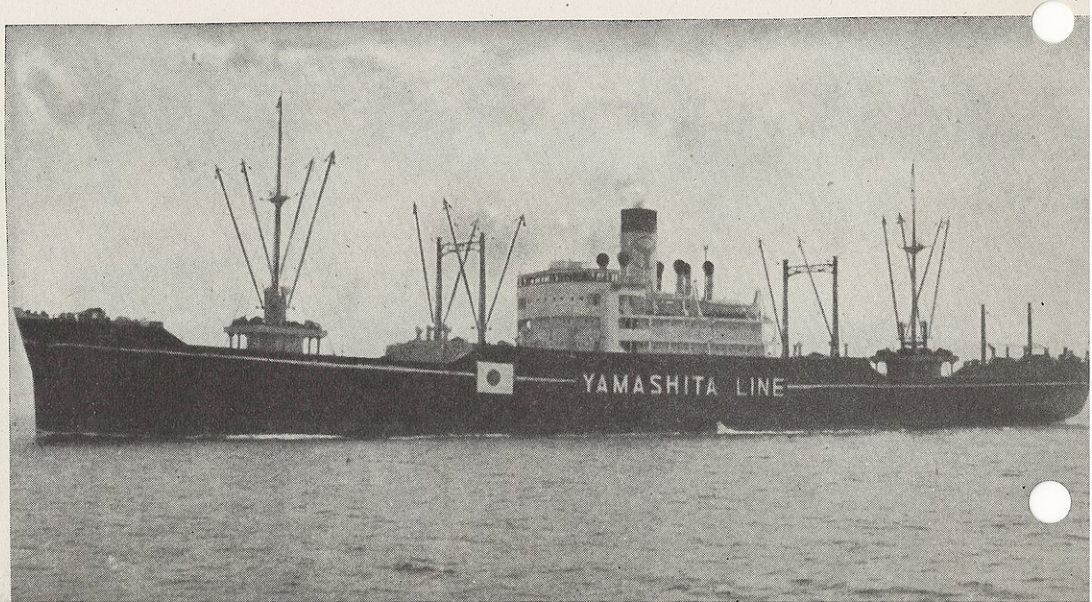
Propulsion:
Machinery: Steam turbines
Screws: 1 N. H. P.: 833
R. P. M.: 95 @ Knots: 14
R. P. M.: 110 @ Knots: 17½
B. H. P.: 5,500
Fuel: Oil Capacity: 2,950 tons

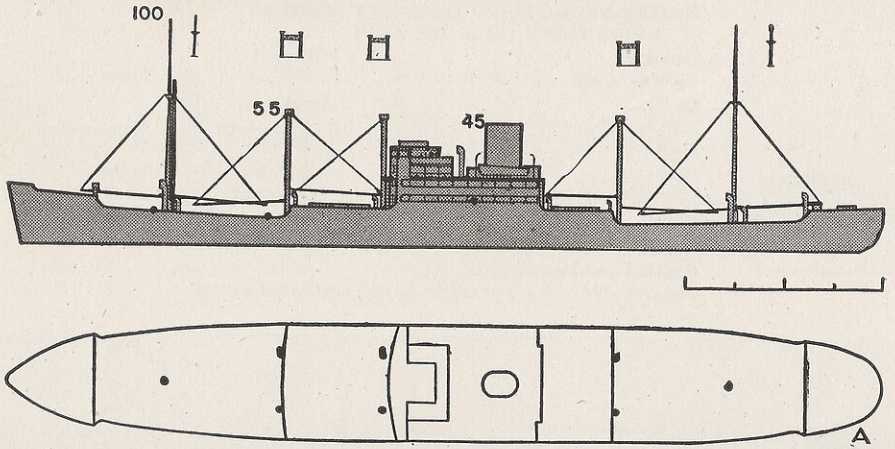
Radius: 27,500 miles at 14 knots

Potential naval value: AP, AK, APG, AS.
Remarks: Capable of mounting five 5″ or 6″ guns.

▲ YAMABIKO MARU ▼ YAMAURA MARU ▶







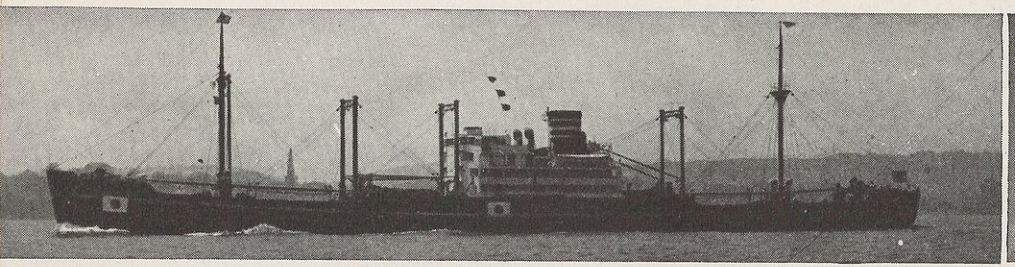
NAGARA MARU
NAKO MARU, NARUTO MARU, NOZIMA MARU, NOSIRO MARO, NOTO MARU

Tonnages:
Gross: 7,145–91 D. W.: 9,649–88
Length:
W. L. (B. P.): 450′ O. A.: 470′
Beam: 62′
Drafts:
Loaded: 27′ 6″ Light: 11′
Speed:
Normal cruising: 15 Max.: 19

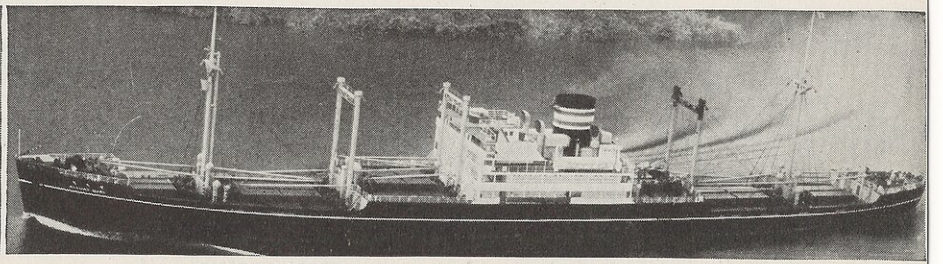
Constructed:
1934–35 Japan
Propulsion:
Machinery: Diesel
Screws: 1 N. H. P.: 1,851
I. H. P.: 9,235
R. P. M.: @ Knots:
R. P. M.: 98 @ Knots: 15
R. P. M.: 116 @ Knots: 18.6
Fuel: Oil Capacity: 2,850 tons including deep tanks

Radius: 40,000 miles at 15 knots

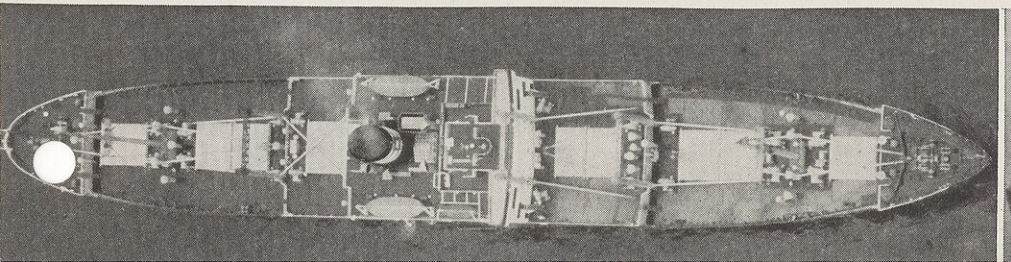
Potential naval value: APG, ACL, AP, AK, AV.
Remarks: Can mount six 5″ or 6″ guns.

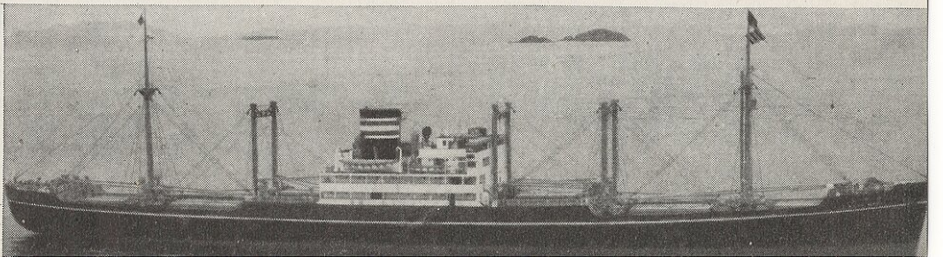


▲ NOSIRO MARU ▼ NOTO MARU

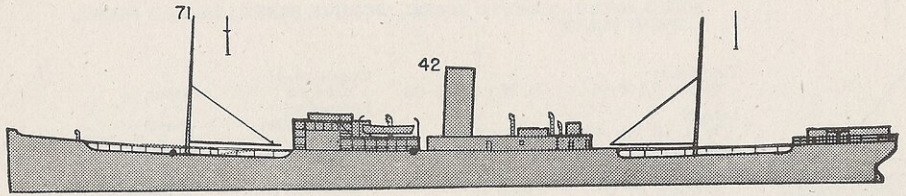


▲ NAGARA MARU ▼ NOTO MARU





24 MFM



B

ALL PHOTOS ZUIYO MARU

DAISAN OGURA MARU (ex OGURA MARU #3)
ZUIYO MARU (ex A HEL ARN)

Tonnages:
Gross: 7,360 D. W.: 10,100

Length:
W. L. (B. P.): 450′ O. A.:
Beam: 58′

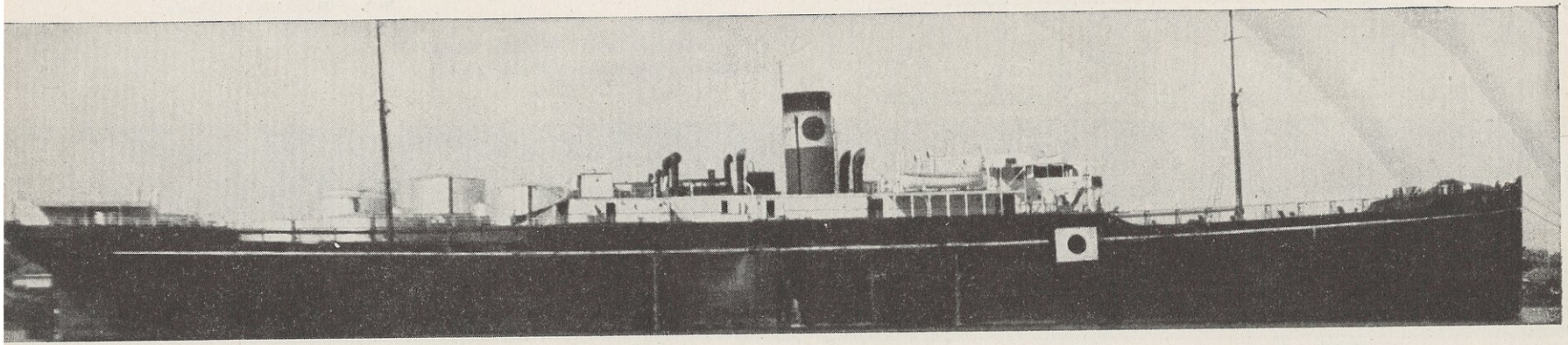
Drafts:
Loaded: 28′ Light: 11′

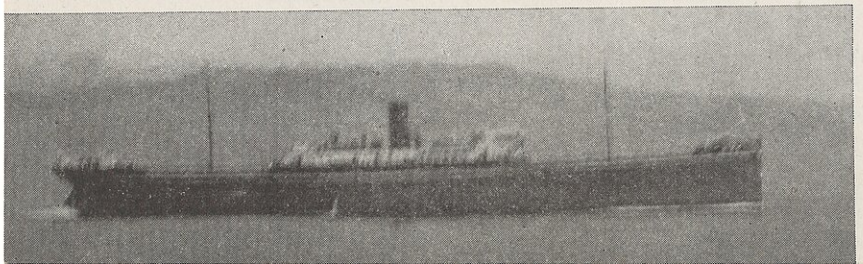
Speed:
Normal cruising: 11 Max.: 13

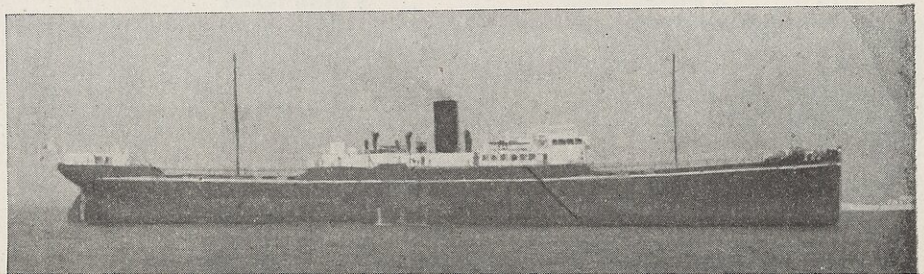
Constructed:
1916–17 Japan

Propulsion:
Machinery: Reciprocating
Screws: 2 H. P.:
R. P. M.: @ Knots:
Fuel: Oil Capacity: 1,200 tons
Radius: 10,000 miles at 11 knots.

Potential naval value: AO.
Remarks—Oil carrying capacity: 73,000 barrels (42 gallons).







ONI 208-J RESTRICTED

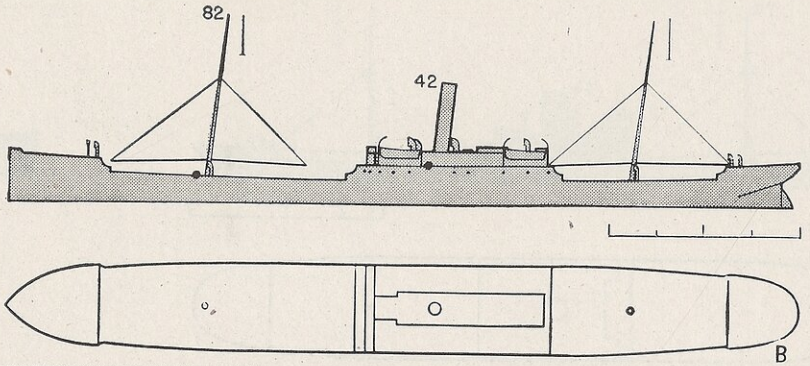
DIVISION OF NAVAL INTELLIGENCE—IDENTIFICATION AND CHARACTERISTICS SECTION

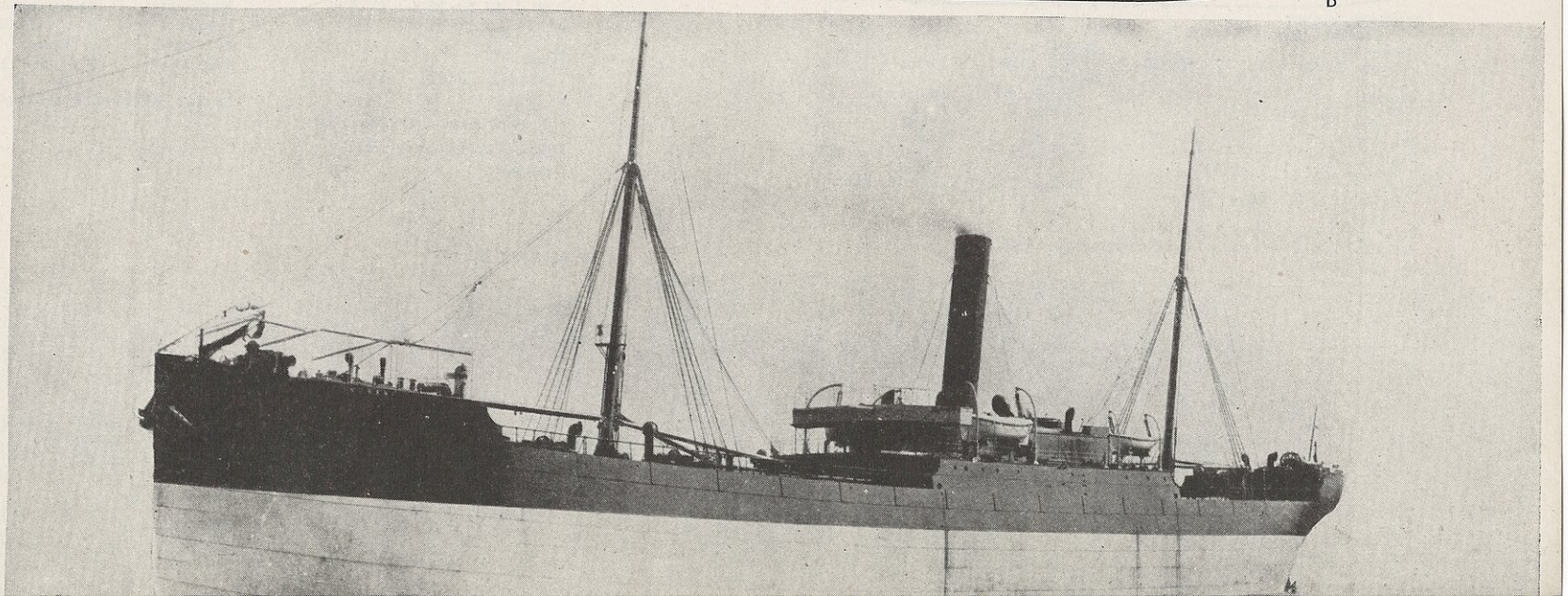
ZINBU MARU

Tonnages:
Gross: 5,186 D. W.: 7,735
Length:
W. L. (B. P.): 400′ O. A.
Beam: 48′
Drafts:
Loaded: 25′ Light: 11′
Speed:
Normal cruising: 8 Max.: 10

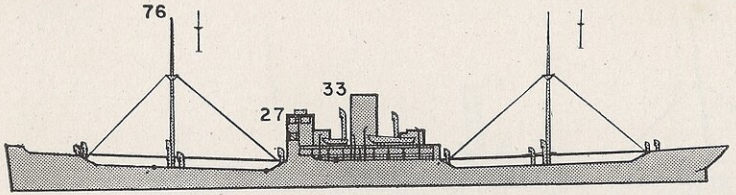
Constructed:
1894 Great Britain
Propulsion:
Machinery: Reciprocating
Screws: 1 N. H. P.: 532
R. P. M.: @ Knots
Fuel: Coal Capacity: 860 tons
Radius: 4,700 miles at 8 knots

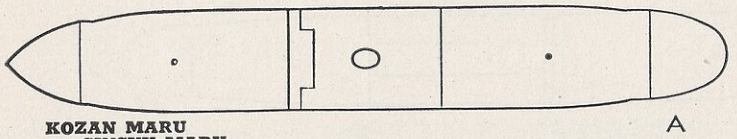
Potential naval value: AK.
Remarks:





24 MFM





KOZAN MARU
SINSYU MARU

Tonnages:
Gross: 4,180 D. W.: 6,389–414

Length:
W. L. (B. P.): 360′ O. A.:

Beam: 50′

Drafts:
Loaded: 24′ Light: 9′

Speed:
Normal cruising: 14 Max.: 17

Potential naval value: AP, AK.

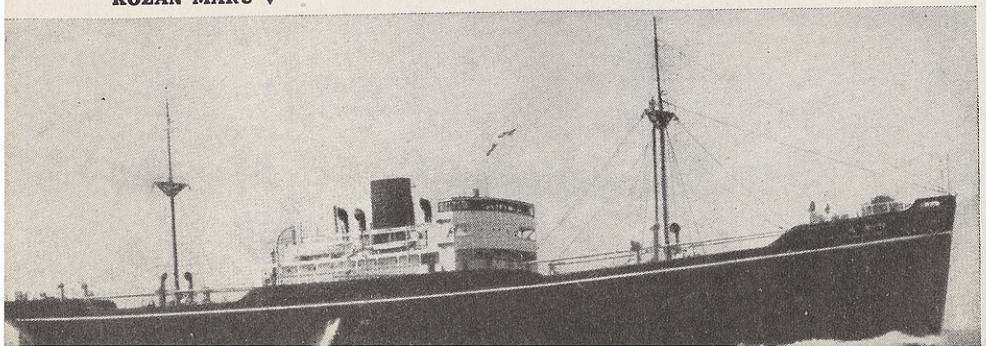
Remarks: SINSYU—Believed to be carrying oil in bulk.

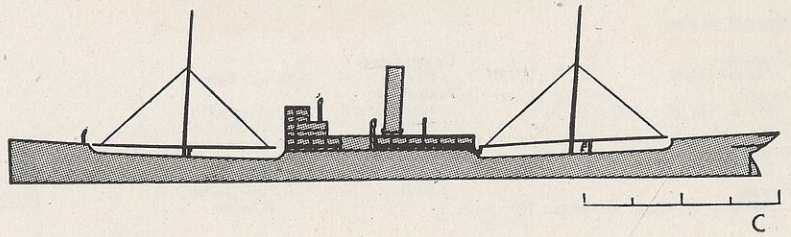
Constructed:
1933, 1935 Japan

Propulsion:
Machinery: Diesel
Screws: 1 N. H. P.: 246–370
R. P. M.: @ Knots:
Fuel: Oil Capacity: 480 tons

Radius: 16,000 miles at 14 knots

KOZAN MARU ▼





MAREI MARU

Tonnages:
Gross: 4,557 D. W.: 6,960

Length:
W. L. (B. P.): 380′ O. A.:

Beam: 50′

Drafts:
Loaded: 23′5″ Light: 8′3″

Speed:
Normal cruising: 9 Max.: 10

Potential naval value: AK.

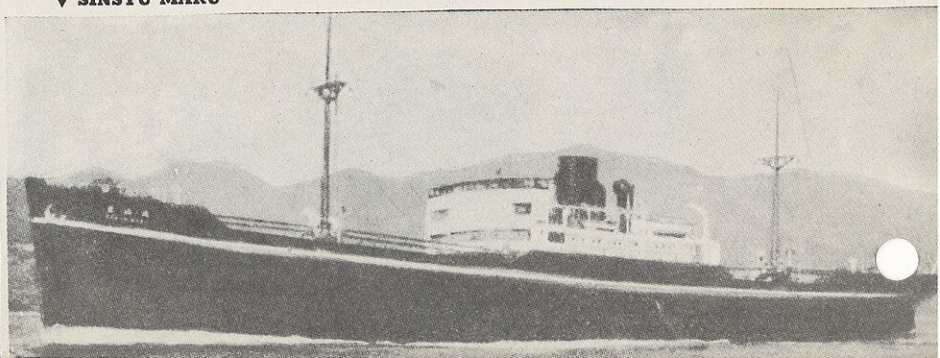
Remarks:

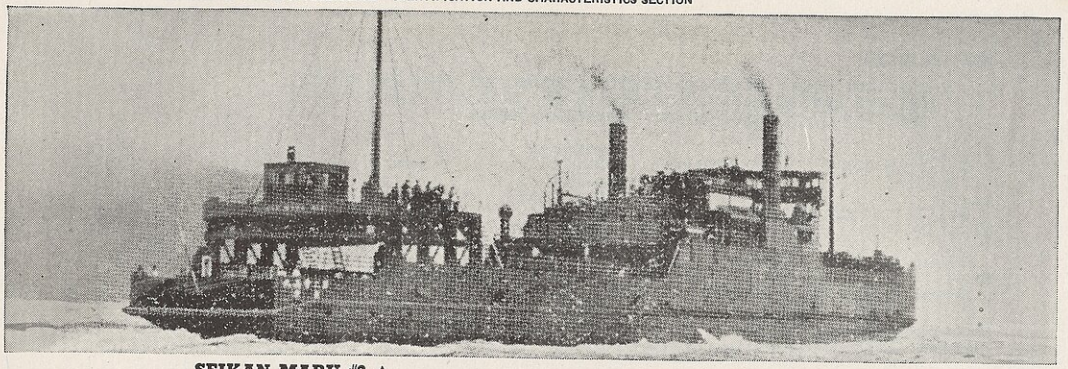
Constructed:
1905 Great Britain

Propulsion:
Machinery: Reciprocating
Screws: 1 N. H. P.: 368
R. P. M.: @ Knots:
Fuel: Coal Capacity: 1,077 tons

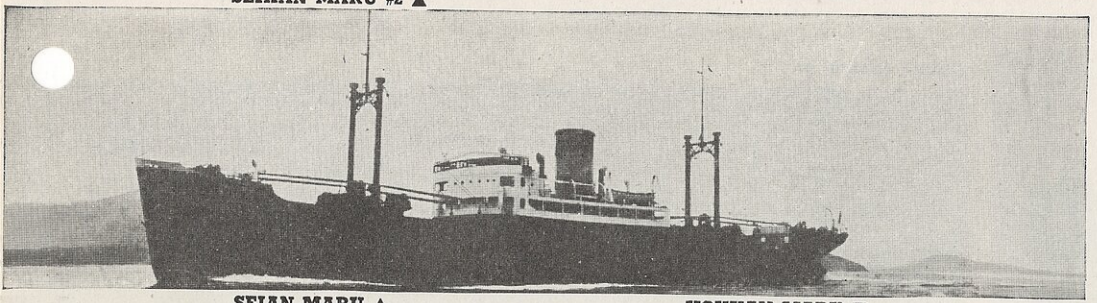
Radius: 10,800 miles at 9 knots

▼ SINSYU MARU



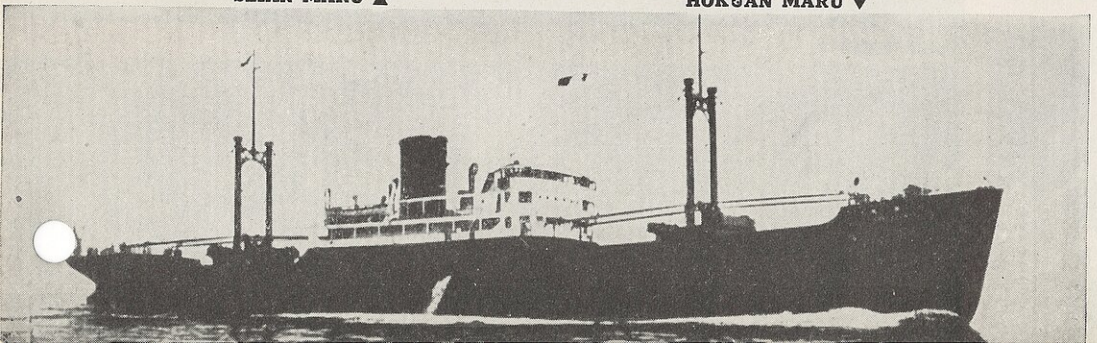


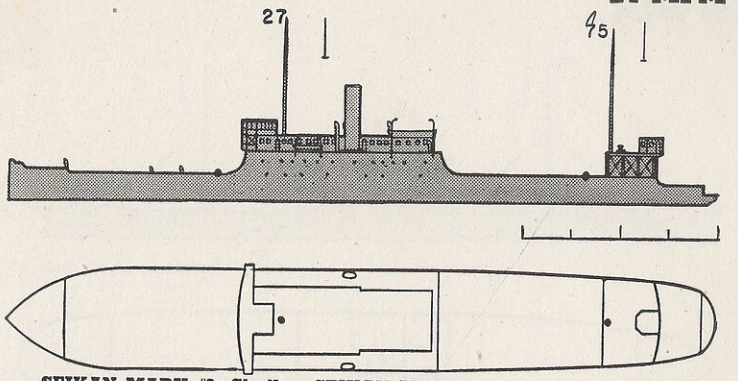
SEIKAN MARU #2 ▲



SEIAN MARU ▲

HOKUAN MARU ▼



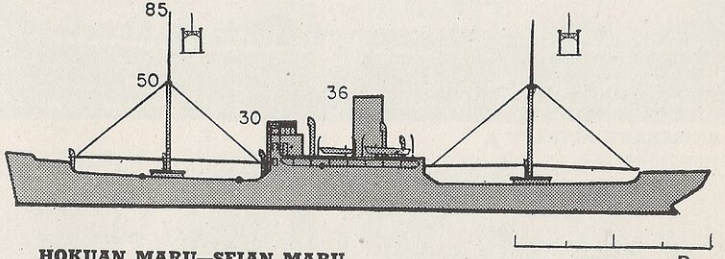


A

SEIKAN MARU #2—Similar: SEIKAN MARU #1

Tonnages:
Gross: 2,493 D. W.:
Length:
W. L. (B. P.): 360′ O. A.:
Beam: 52′
Drafts:
Loaded: Light:
Speed:
Normal cruising: Max.:
Potential naval value: ACM.
Remarks: Ferries.

Constructed:
1930 Japan
Propulsion:
Machinery: Steam turbines
Screws: 2 H. P.:
R. P. M.: @ Knots:
Fuel: Capacity:
Radius:



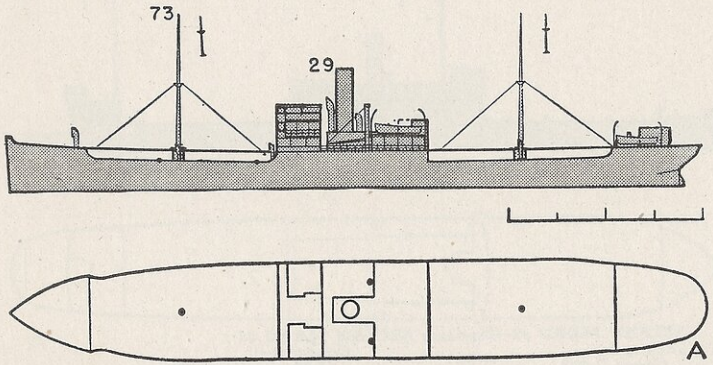
B

HOKUAN MARU—SEIAN MARU

Tonnages:
Gross: 3,712 D. W.: 5,204
Length:
W. L. (B. P.): 351′ O. A.:
Beam: 50′
Drafts:
Loaded: 20½′ Light: 7′
Speed:
Normal cruising: 12 Max.: 14
Potential naval value: AP, AK.
Remarks: HOKUAN—Believed to be carrying oil in bulk.

Constructed:
1938 Japan
Propulsion:
Machinery: Diesel
Screws: 1 N. H. P.: 453
R. P. M.: @ Knots:
Fuel: Oil Capacity: 297 tons
Radius: 9,500 miles at 12 knots.

24 MFM



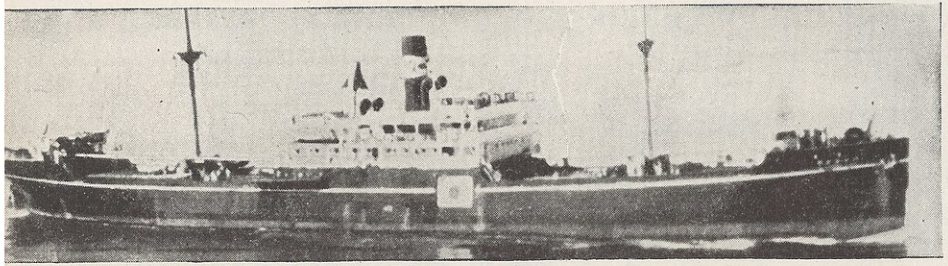
AKITA MARU

BANDOENG MARU, HUKKAI MARU, KISO MARU, MADRAS MARU, NAGANO MARU, SAMARANG MARU, SIN AI MARU, SIN A MARU, TONE MARU, TAIKAI MARU, TOMIURA MARU

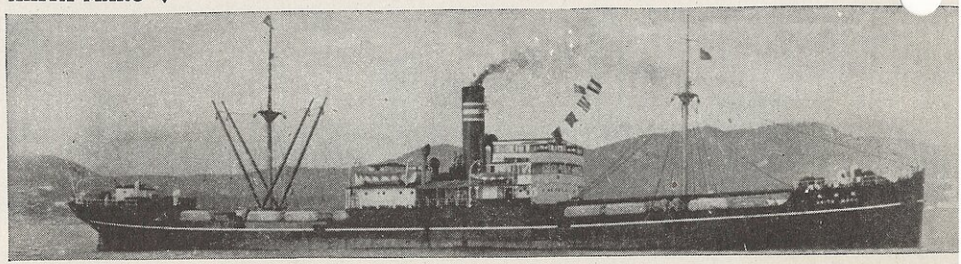
Tonnages:
Gross: 3,802–4,070 D. W.: 6,165–450
Length:
W. L. (B. P.): 345′ O. A.: 357′
Beam: 50′
Drafts:
Loaded: 24′ Light: 9′
Speed:
Normal cruising: 10 Max.: 13½

Constructed:
1919–20 Japan
Propulsion:
Machinery: Reciprocating
Screws: 1 N. H. P.: 342
R. P. M.: 86 @ Knots: 13½
Fuel: Coal Capacity: 1,000 tons
Radius: Approximately 11,000 miles.

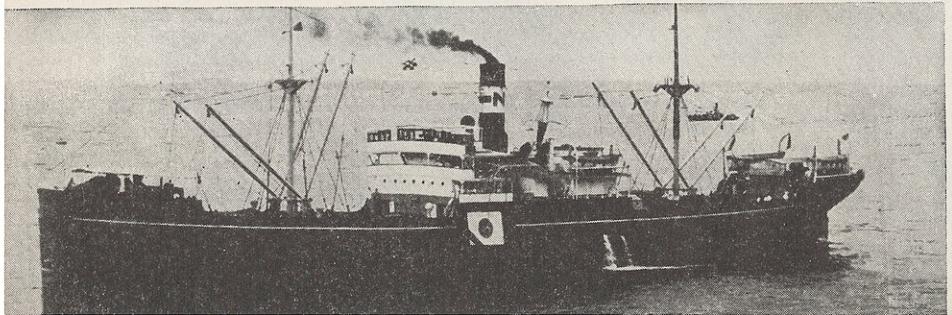
Potential naval value: AP, AK.
Remarks: AKITA—Believed to be carrying oil in bulk.



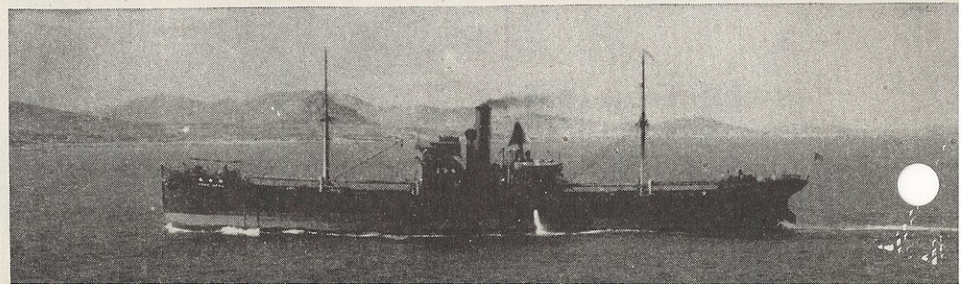
AKITA MARU ▼



SAMARANG MARU ▼▲



TONE MARU ▼



ONI 208-J RESTRICTED

DIVISION OF NAVAL INTELLIGENCE—IDENTIFICATION AND CHARACTERISTICS SECTION

24 MFM

CHERIBON MARU
MACASSAR MARU

Tonnages:
Gross: 4,026–76 D. W.: 6,328

Length:
W. L. (B. P.): 345′ O. A.: 357′

Beam: 50′

Drafts:
Loaded: 24′ Light: 7½′

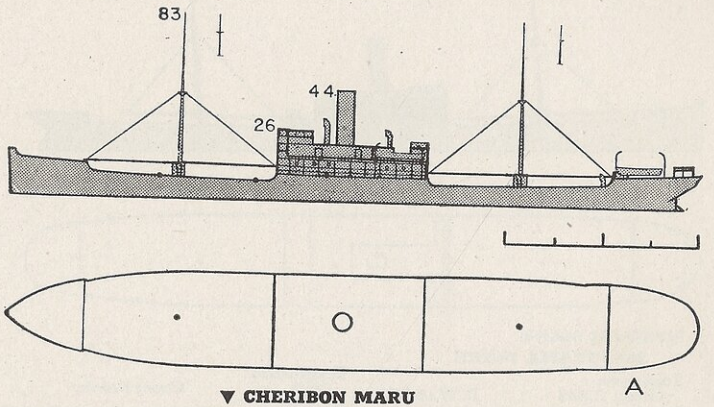
Speed:
Normal cruising: 10 Max.: 11½

Potential naval value: AP, AK.

Remarks:

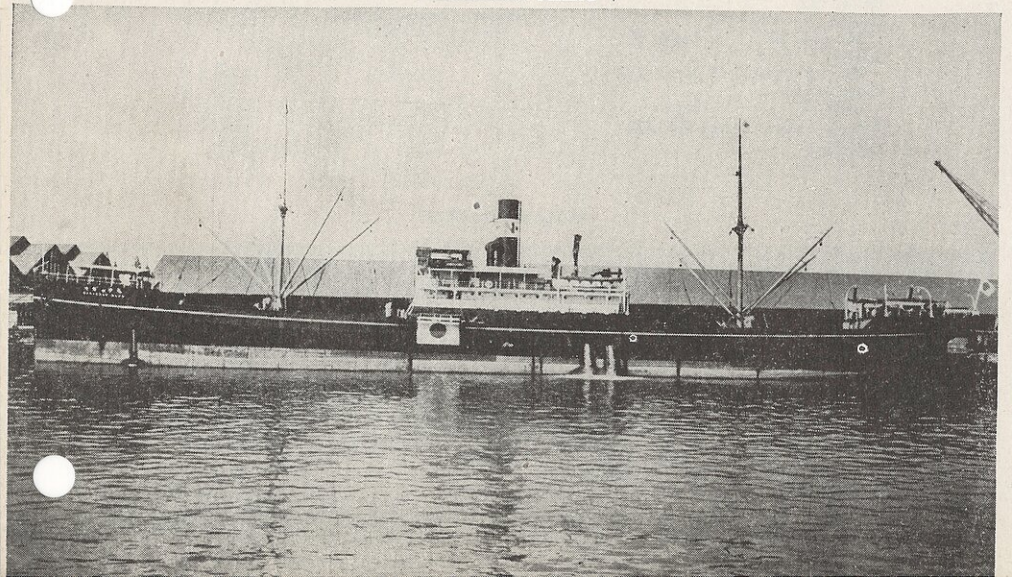
Constructed:
1920–21 Japan

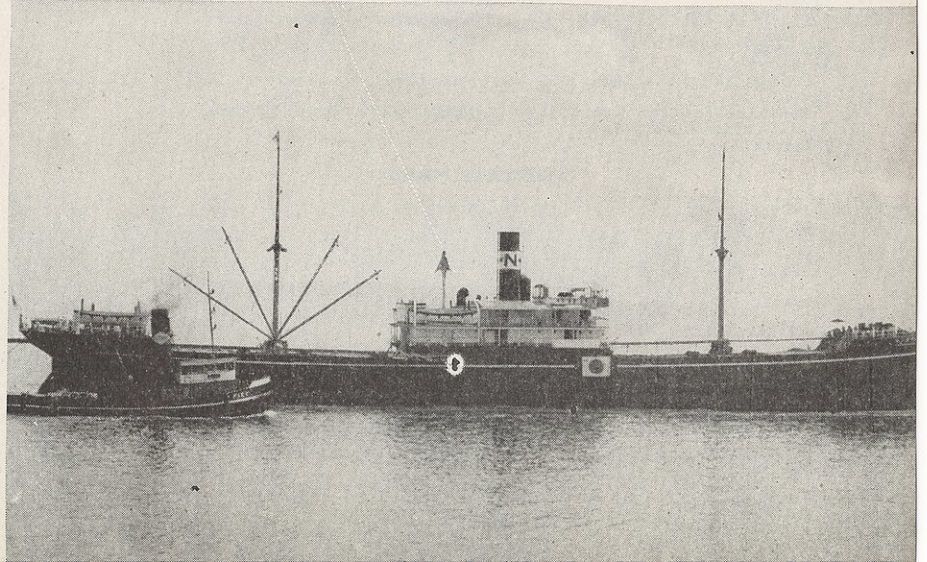
Propulsion:
Machinery: Reciprocating
Screws: 1 N. H. P.: 342
R. P. M.: ◯ Knots:
Fuel: Coal Capacity: 1,100
Radius: Approximately 9,800 at 10 knots



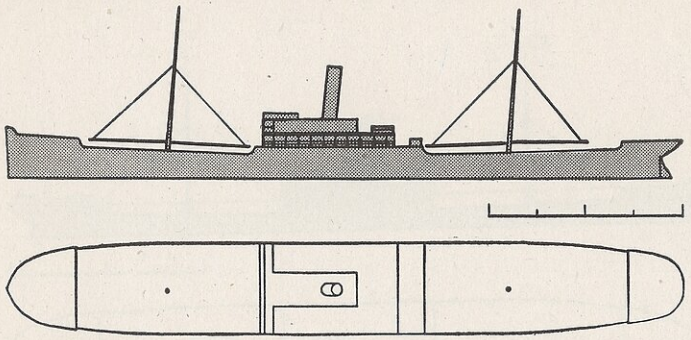
▼ CHERIBON MARU

MACASSAR MARU ▼





24 MFM



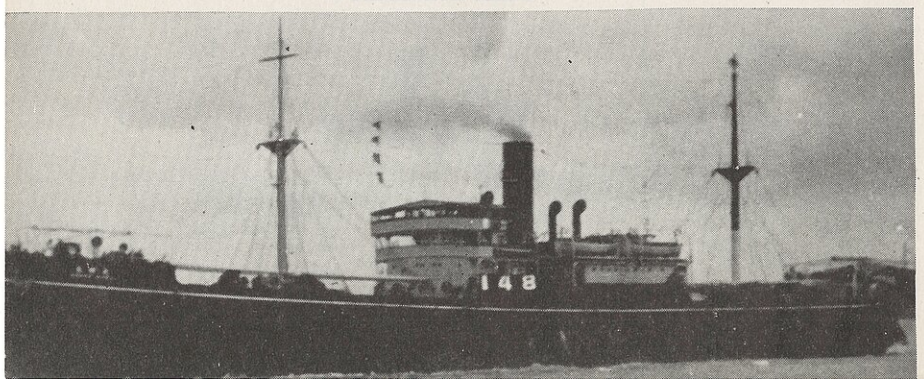
C

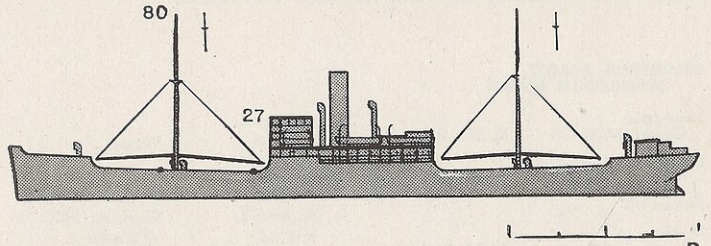
HOKUSUI MARU
MASUYAMA MARU

Tonnages:
Gross: 3,945 D. W.: 6,250
Length:
W. L. (B. P.): 345′ O. A.:
Beam: 50′
Drafts:
Loaded: 22′ 7″ Light: 10′ 5″
Speed:
Normal cruising: 8½ Max: 9½
Potential naval value: AK.
Remarks:

Constructed:
1898 Great Britain
Propulsion:
Machinery: Reciprocating
Screws: 1 N. H. P.: 346
R. P. M.: @ Knots:
Fuel: Coal Capacity: 799 tons
Radius: 6,200 miles at 8½ knots.

▼ YAMAGATA MARU





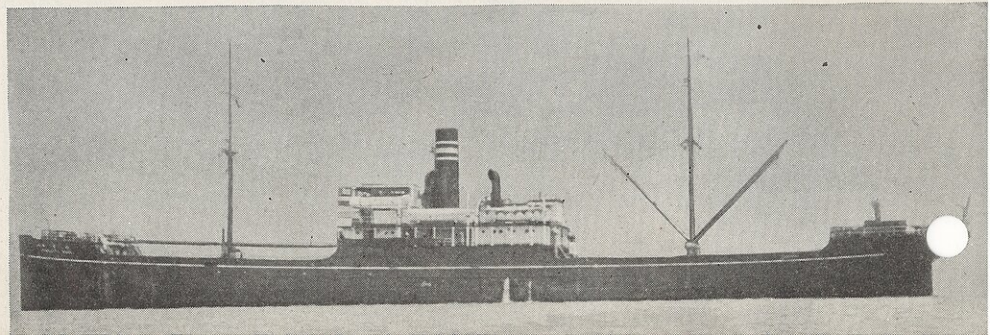
B

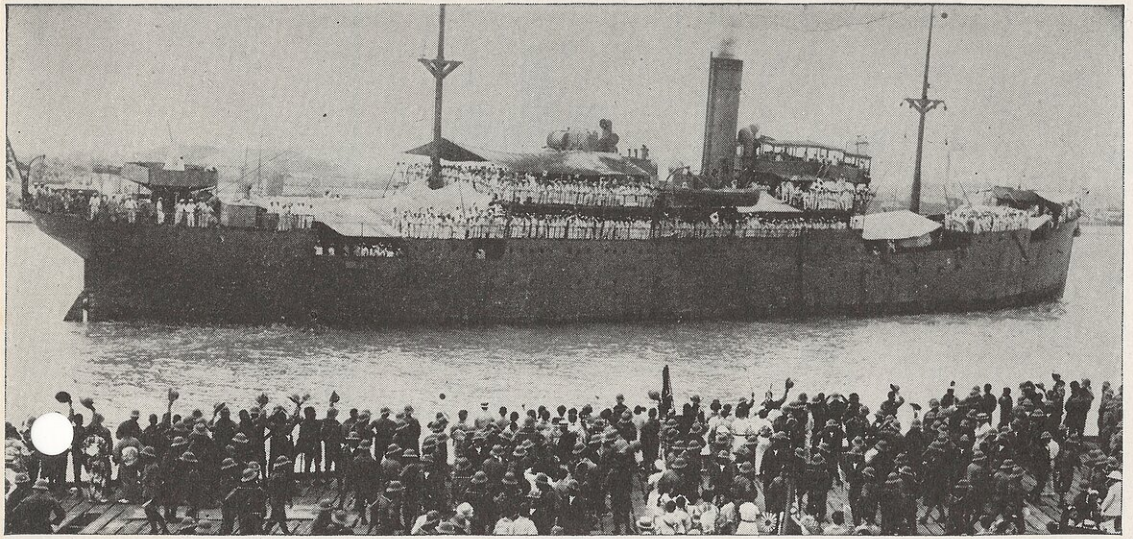
OSAKA MARU
HANKOW MARU, MOZI MARU, SHANGHAI MARU, SYDNEY MARU, TASMANIA MARU, TATEISI MARU, YAMAGATA MARU

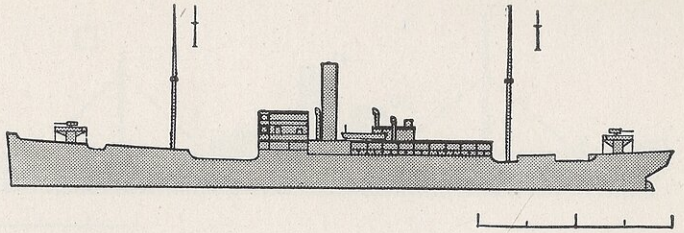
Tonnages:
Gross: 3,741–4,106 D. W.: 5,887–6,377
Length:
W. L. (B. P.): 345′ O. A.: 357′
Beam: 50′
Drafts:
Loaded: 24′ Light: 9′
Speed:
Normal cruising: 11 Max.: 14
Constructed:
1916–22 Japan
Potential naval value: AP, AK.
Remarks:

Propulsion:
Machinery: Reciprocating
Screws: 1 N. H. P.: 342
L. H. P.: 3,021
R. P. M.: 88 @ Knots: 14.5 (trials)
Fuel: Coal Capacity: 1,200
Radius: Approximately 12,000 miles at 11 knots

OSAKA MARU ▼





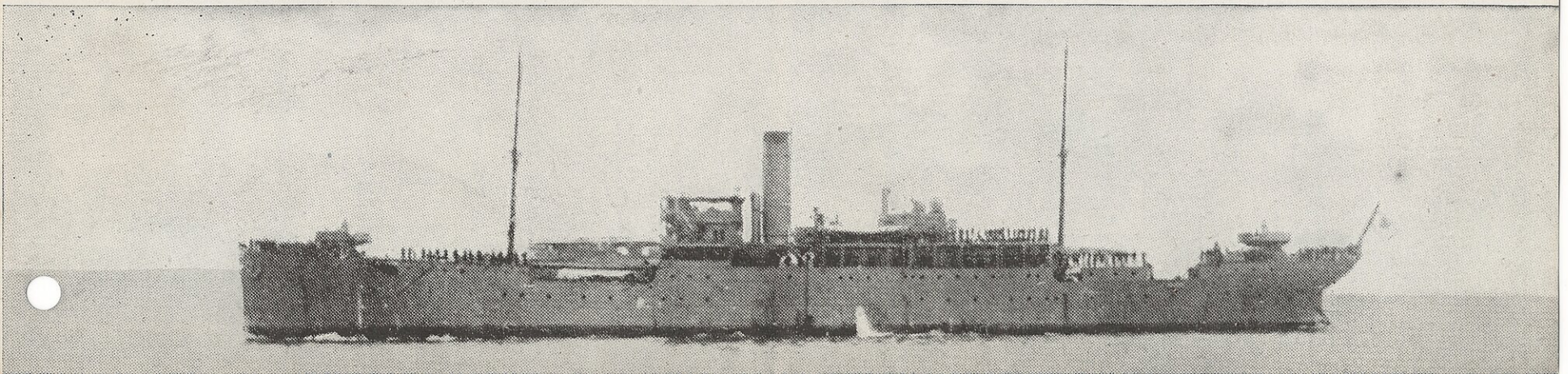


B

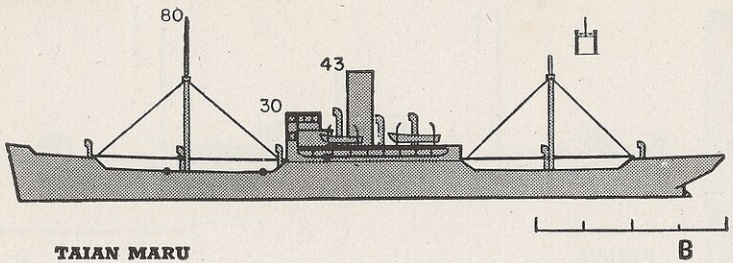
NOJIMA
MUROTO

Tonnages: Displacement: 8,215	D. W.:	Constructed: 1918–1919	Japan
Length: W. L. (B. P.):	O. A.: 345	Propulsion: Machinery: Screws:	Designed H. P.: 2,640
Beam: 50		R. P. M.:	@ Knots:
Drafts: Loaded: 24	Light:	Fuel: Coal	Capacity: 877 tons
Speed: Normal cruising: 10	Max.: 12	Radius:	

Remarks: Former colliers. Naval vessels included herein because of resemblance to merchant ships.



24 MFM

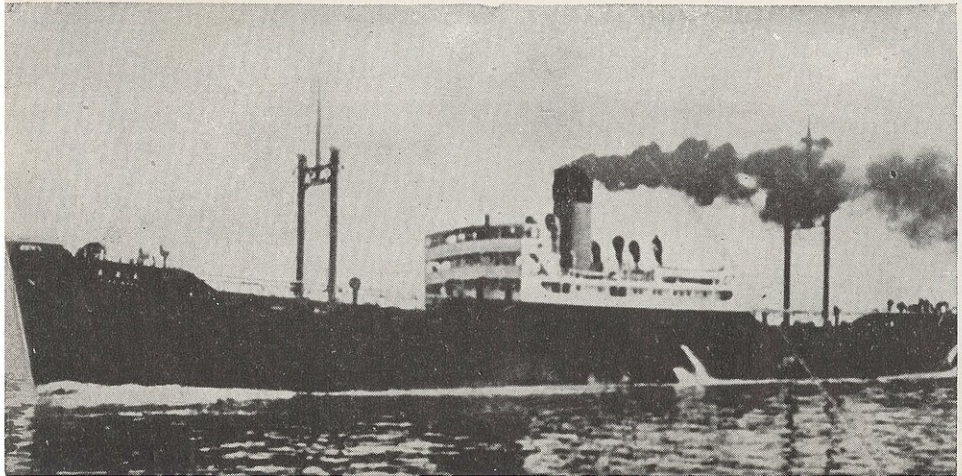


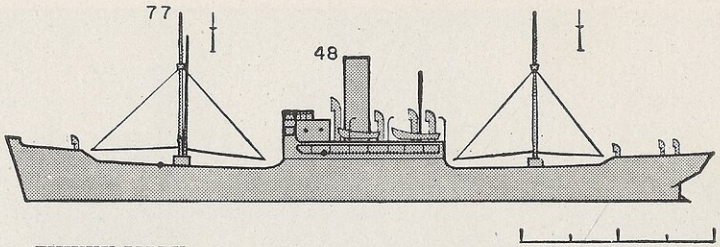
TAIAN MARU

Tonnages:
Gross: 3,670 D. W.:
Length:
W. L. (B. P.): 345′ O. A.
Beam: 50′
Drafts:
Loaded: 20′ Light: 7′ 6″
Speed:
Normal cruising: 10 Max.: 12½
Potential naval value: AP, AK.
Remarks:

Constructed:
1936 Japan
Propulsion:
Machinery: Reciprocating
Screws: 1 N. H. P.: 323
R. P. M.: @ Knots:
Fuel: Coal Capacity: 550 tons
Radius: 4,100 miles at 10 knots

TAIAN MARU ▼



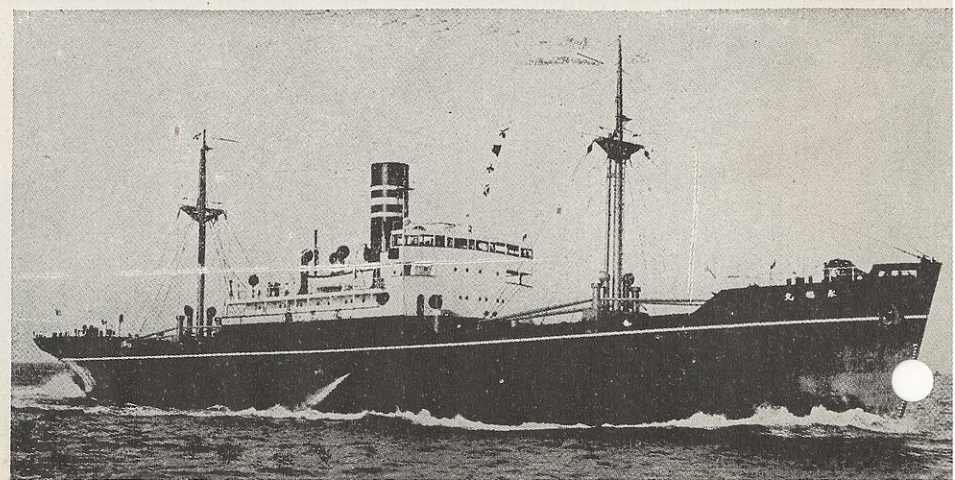


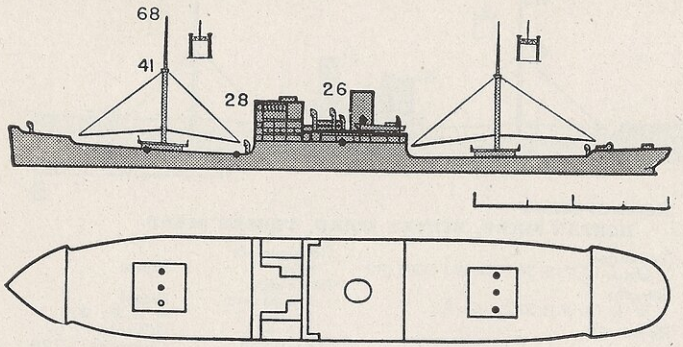
EIHUKU MARU
KOSEI MARU, KOTO MARU, TAIHUKU MARU, TAMASIMA MARU, SUMANOURA MARU

Tonnages:
Gross: 3,519–60 D. W.: 4,800–5,443
Length:
W. L. (B. P.): 344′ O. A.:
Beam: 48′
Drafts:
Loaded: 22′ Light: 8′
Speed:
Normal cruising: 12 Max.: 14
Potential naval value: AP, AK, or tender.
Remarks:

Constructed:
1937–40 Japan
Propulsion:
Machinery: Reciprocating
Screws: 1 N. H. P.: 294
R. P. M.: @ Knots:
Fuel: Coal Capacity: 385 tons
Radius: 5,000 miles at 12 knots

EIHUKU MARU ▼





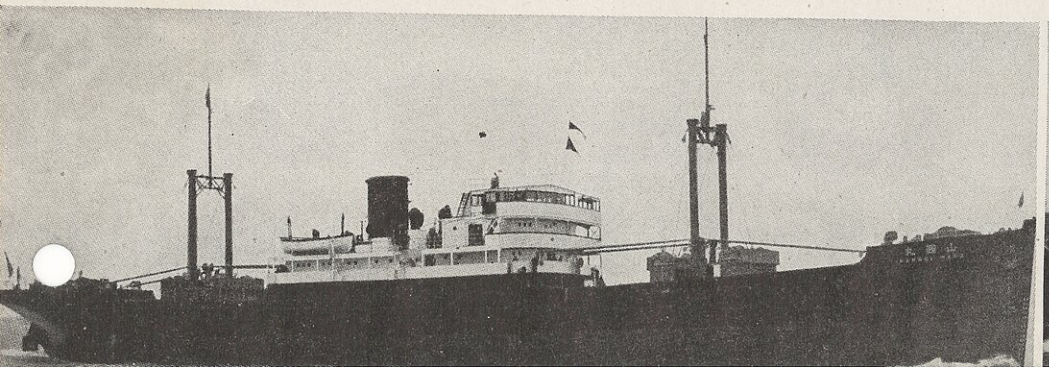
A

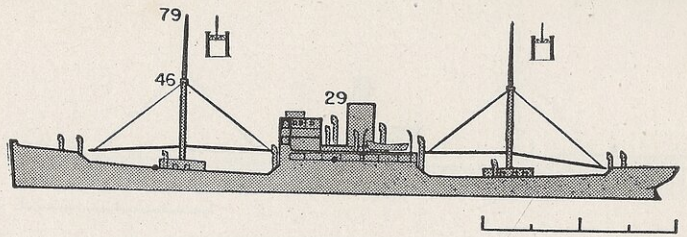
SANSEI MARU
SANTO MARU

Tonnages:
Gross: 3,267 D. W.: 4,963–66
Length:
W. L. (B. P.): 336′ O. A.:
Beam: 49′
Drafts:
Loaded: 20′ Light: 7′
Speed:
Normal cruising: 10½ Max.: 13
Potential naval value: AP, AK.
Remarks:

Constructed:
1931 Japan
Propulsion:
Machinery: Diesel
Screws: 1 N. H. P.: 271
R. P. M.: @ Knots:
Fuel: Oil Capacity: 220 tons.
Radius: 9,500 miles at 10½ knots

▼ SANSEI MARU





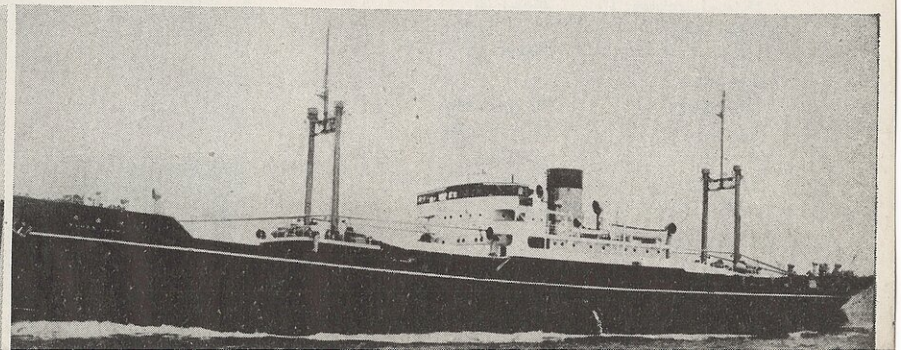
A

KAHOKU MARU
KANAN MARU

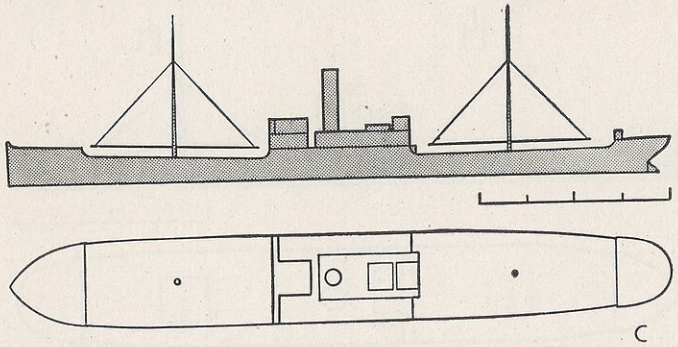
Tonnages:
Gross: 3,293–3,311 D. W.: 4,778–800
Length:
W. L. (B. P.): 337′ O. A.:
Beam: 48′
Drafts:
Loaded: 20′ Light: 7′
Speed:
Normal cruising: 11 Max.: 13½
Potential naval value: AP, AK.
Remarks:

Constructed:
1931 Japan
Propulsion:
Machinery: Diesel
Screws: 1 N. H. P.: 389
R. P. M.: @ Knots:
Fuel: Oil Capacity: 220 tons
Radius: 9,500 miles at 11 knots

KONAN MARU ▼



24 MFM



UGO MARU

Tonnages:
Gross: 3,683 D. W.: 5,604

Length:
W. L. (B. P.): 330′ O. A.:

Beam: 46′

Drafts:
Loaded: 23′ Light: 8′ 6″

Speed:
Normal cruising: 10 Max.: 12

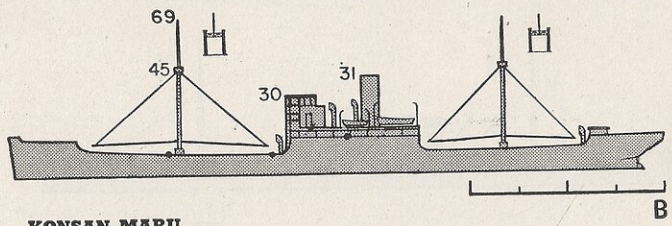
Constructed:
1920 Japan

Propulsion:
Machinery: Reciprocating
Screws: 1 N. H. P.: 390
R. P. M.: @ Knots:
Fuel: Coal Capacity: 988 tons

Radius: 10,300 miles at 10 knots.

Potential naval value: AK.

Remarks:



KONSAN MARU
RONSAN MARU, SENSAN MARU, TENSAN MARU

Tonnages:
Gross: 2,733–76 D. W.: 4,217–22

Length:
W. L. (B. P.): 327′ O. A.:

Beam: 47′

Drafts:
Loaded: 18′ Light: 6′ 6″

Speed:
Normal cruising: 10 Max.: 12

Constructed:
1929 Japan

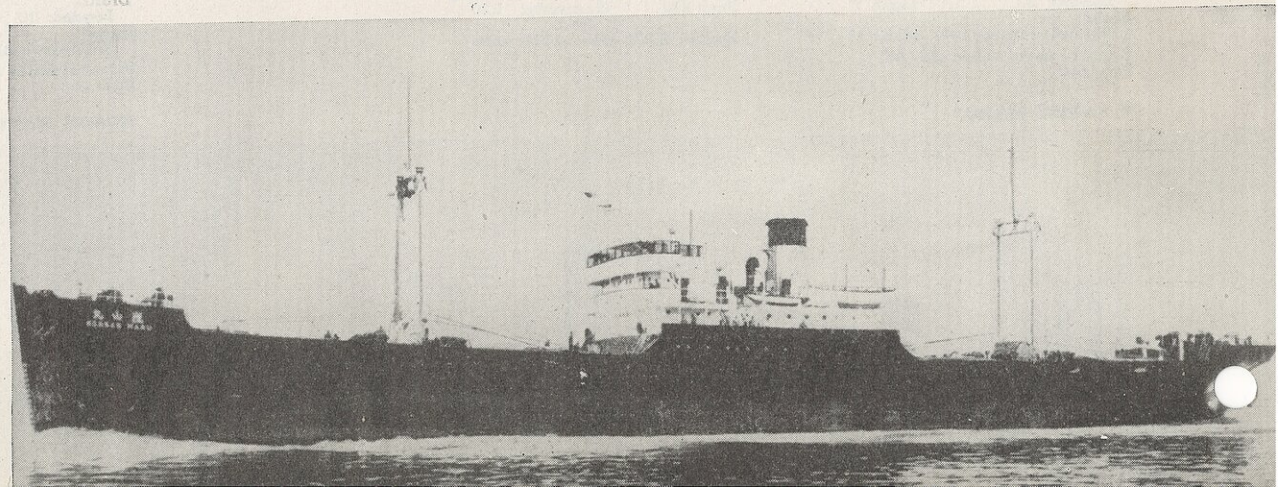
Propulsion:
Machinery: Diesel
Screws: 1 N. H. P.: 270
R. P. M.: @ Knots:
Fuel: Oil Capacity: 220 tons

Radius: Approximately 10,500 miles at 10 knots.

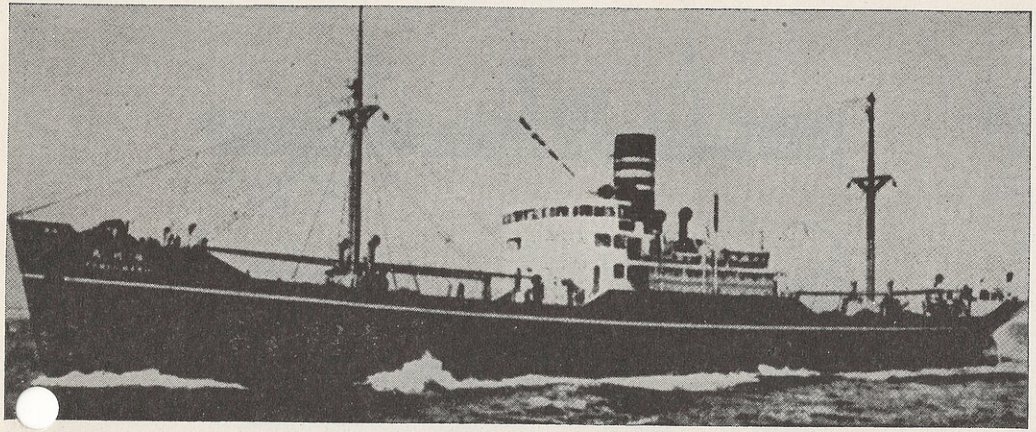
Potential naval value: AP, AK, or tender.

Remarks: KONSAN—Believed to be carrying oil in bulk.

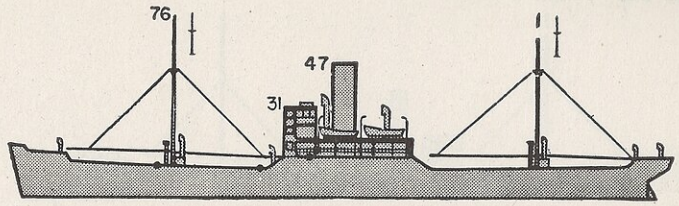
KONSAN MARU ▼



YOMEI MARU ▼



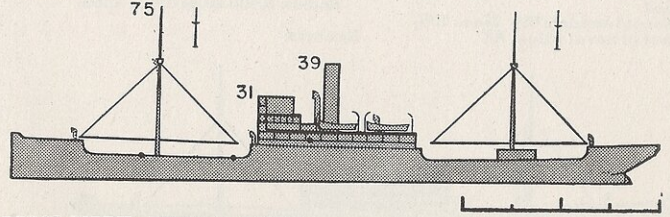
MIKASA MARU ▼



YOMEI MARU

Tonnages:
Gross: 2,861 D. W.: 4,166
Length:
W. L. (B. P.): 326′ O. A.:
Beam: 44′
Drafts:
Loaded: 20′ Light: 8′
Speed:
Normal cruising: 10 Max.: 12
Potential naval value: AP, AK.
Remarks:

Constructed:
1936 Japan
Propulsion:
Machinery: Reciprocating
Screws: 1 N. H. P.: 284
R. P. M.: @ Knots:
Fuel: Coal Capacity: 370 tons
Radius: 3,800 miles at 10 knots.

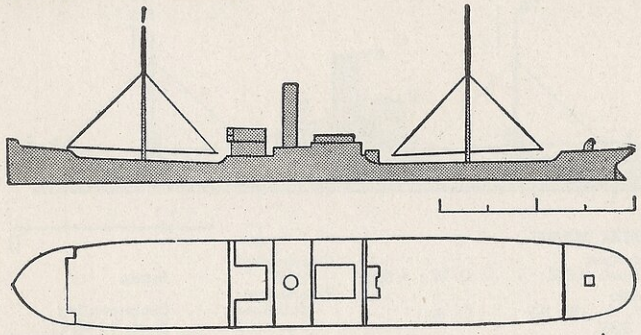


KASAGI MARU, MIKASA MARU IKOMA MARU, MAYA MARU

Tonnages:
Gross: 3,143–56 D. W.: 3,857–96
Length:
W. L. (B. P.): 325′ O. A.:
Beam: 46′
Drafts:
Loaded: 21′ Light: 9′
Speed:
Normal cruising: 12½ Max: 15
Potential naval value: APc, AK, or patrol craft.
Remarks:

Constructed:
1925–28 Japan
Propulsion:
Machinery: Reciprocating
Screws: 1 N. H. P.: 284
R. P. M.: @ Knots:
Fuel: Coal Capacity: 455 tons
Radius: 6,000 miles at 12½ knots.

20 M 24 MFM

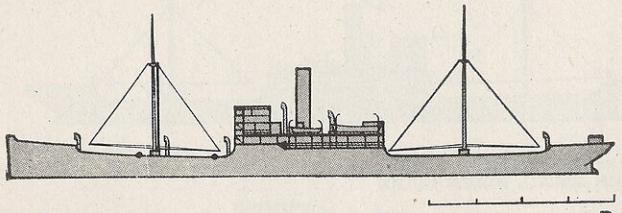


SAPPORO MARU #11 A

Tonnages:
Gross: 2,820 D. W.: 4,528
Length:
W. L. (B. P.) :320′ O. A.:
Beam: 46′
Drafts:
Loaded: 19′9″ Light: 12′2″
Speed:
Normal cruising: 8½ Max.: 10½
Potential naval value: AK

Constructed:
1900 Great Britain
Propulsion:
Machinery: Reciprocating
Screws: 1 N. H. P.: 263
R. P. M.: @ Knots:
Fuel: Coal Capacity: 585
Radius: 5,508 miles at 8½ knots.

Remarks:

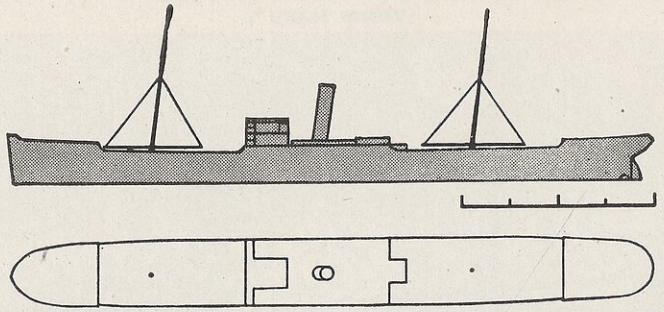


AMAGI MARU
ASO MARU, ROKKO MARU, TUKUBA MARU B

Tonnages:
Gross: 3,028–3,172 D. W.: 4,213–86
Length:
W. L. (B. P.): 315′ O. A.:
Beam: 46′
Drafts:
Loaded: 20′6″ Light: 7′6″
Speed:
Normal cruising: 12 Max.: 15
Potential naval value: AP, AK or tender.

Constructed:
1923–24 Japan
Propulsion:
Machinery: Reciprocating
Screws: 1 N. H. P.: 285
R. P. M.: @ Knots:
Fuel: Coal Capacity: 430 tons
Radius: 4,900 miles at 12 knots.

Remarks:

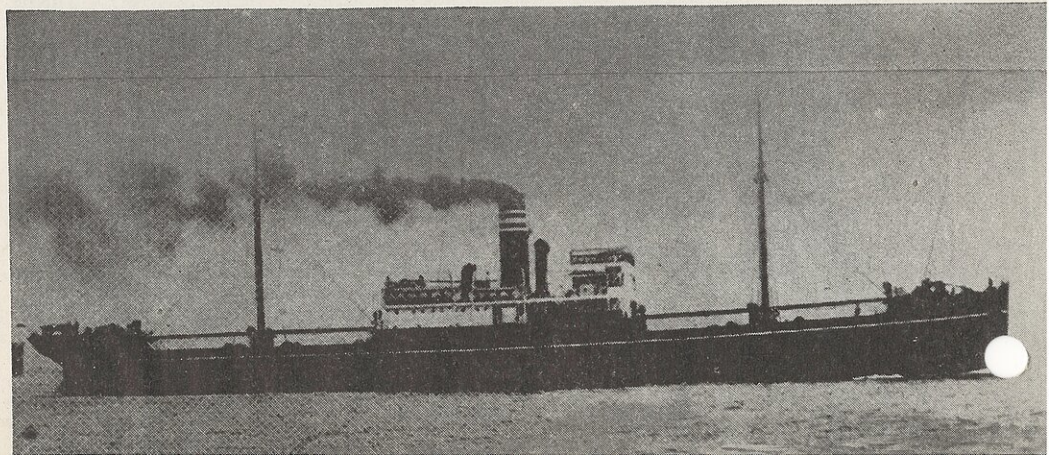


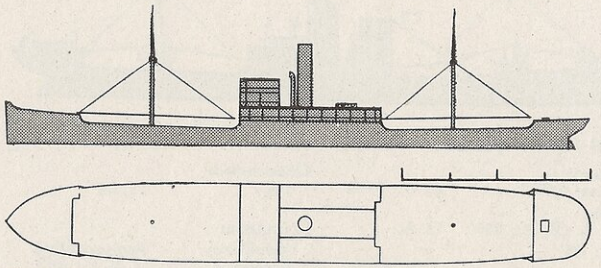
WAKANOURA MARU C

Tonnages:
Gross: 2,408 D. W.: 3,343
Length:
W. L. (B. P.): 320′ O. A.:
Beam: 38′
Drafts:
Loaded: 23′ Light: 11′
Speed:
Normal cruising: 8 Max.: 10
Potential naval value: AK
Remarks:

Constructed:
1885 Great Britain
Propulsion:
Machinery: Reciprocating
Screws: 1 N. H. P.: 282
R. P. M.: @ Knots:
Fuel: Coal Capacity: 574
Radius: 4,200 miles at 8 knots.

▼ **ROKKO MARU**





C

KOYO MARU
NISIYAMA MARU, TAMA MARU, TAMON MARU #1

Tonnages:
Gross: 3,010–52 D. W.: 4,801

Length:
W. L. (B. P.): 311′ O. A.

Beam: 44′

Drafts:
Loaded: 22′ 8″ Light: 7′ 7″

Speed:
Normal cruising: 8½ Max.: 9½

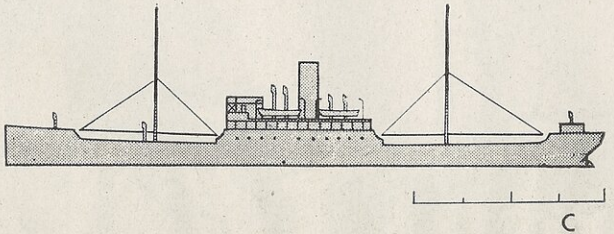
Potential naval value: AK.

Remarks:

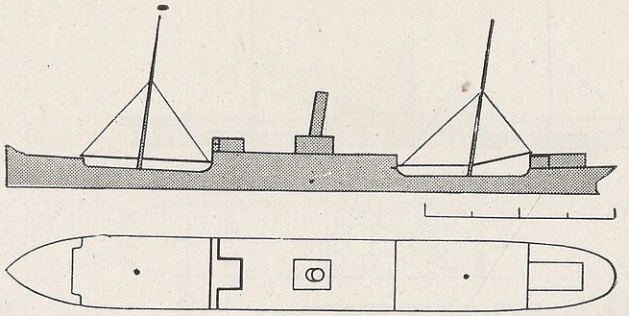
Constructed:
1919 Japan

Propulsion:
Machinery: Reciprocating
Screws: 1 N. H. P.: 300
R. P. M.: @ Knots:
Fuel: Coal Capacity: 650 tons.

Radius: 6,100 miles at 8½ knots.



C



C

MIKAGE MARU

Tonnages:
Gross: 2,761 D. W.: 3,750

Length:
W. L. (B. P.): 316′ O. A.:

Beam: 40′

Drafts:
Loaded: 20′ 5″ Light: 10′ 5″

Speed:
Normal cruising: 8 Max.: 10

Potential naval value: AK.

Remarks:

Constructed:
1897 Great Britain

Propulsion:
Machinery: Reciprocating
Screws: 1 N. H. P.: 291
R. P. M.: @ Knots:
Fuel: Coal Capacity: 562 tons

Radius: 4,300 miles at 8 knots.

SOOCHOW

Tonnages:
Gross: 2,604 D. W.: 3,125

Length:
W. L. (B. P.): 310′ O. A.:

Beam: 41′

Drafts:
Loaded: 18′ Light:

Speed:
Normal cruising: 11. Max.: 13

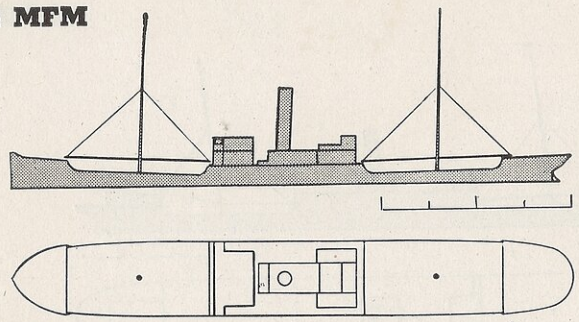
Potential naval value: APc, AK.

Remarks: Former British vessel which may have been captured or salvaged by Japanese.

Constructed:
1920 China

Propulsion:
Machinery: Reciprocating
Screws: 1 N. H. P.: 195
R. P. M.: @ Knots:
Fuel: Coal Capacity:
Radius:

24 MFM



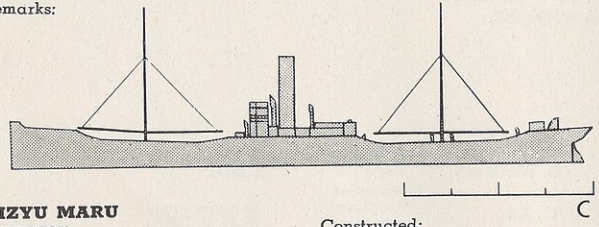
C

TAIEI MARU
Similar: KOSYU MARU, TUKUSI MARU #2

Tonnages:
Gross: 2,209–2,418 D. W.: 3,540–3,790
Length:
W. L. (B. P.): 270′–300′ O. A.:
Beam: 39′–44′
Drafts:
Loaded: 21′ Light: 6½–9′
Speed:
Normal cruising: 8½–9½ Max: 9½–10½
Potential naval value: AK.
Remarks:

Constructed:
1918–1926 Japan

Propulsion:
Machinery: Reciprocating
Screws: 1 N. H. P.: 169–264
R. P. M.: @ Knots:
Fuel: Coal Capacity: 350 tons
Radius: 5,300 miles at 9½ knots.



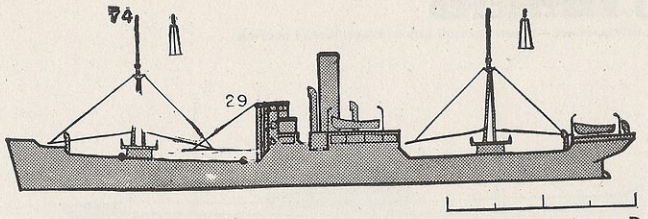
C

EIZYU MARU

Tonnages:
Gross: 2,456 D. W.: 3,870
Length:
W. L. (B. P.): 302′ O. A.:
Beam: 43′
Drafts:
Loaded: 18′ 10″ Light: 7′
Speed:
Normal cruising: 8½ Max: 9½
Potential naval value: AK.
Remarks:

Constructed:
1897 Great Britain

Propulsion:
Machinery: Reciprocating
Screws: 1 N. H. P.: 227
R. P. M.: @ Knots
Fuel: Coal Capacity: 442 tons
Radius: 5,000 miles at 8½ knots.



B

UNYO MARU NO. 2

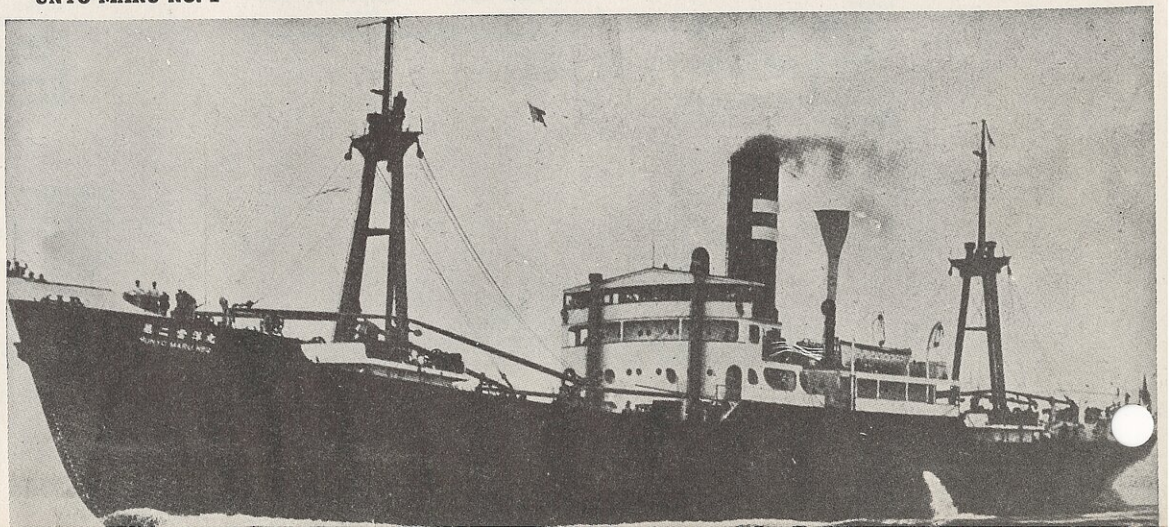
Tonnages:
Gross: 2,827 D. W.: 3,918
Length:
W. L. (B. P.): 310′ O. A.:
Beam: 45′
Drafts:
Loaded: 20′ Light: 9′
Speed:
Normal cruising: 11 Max.: 13

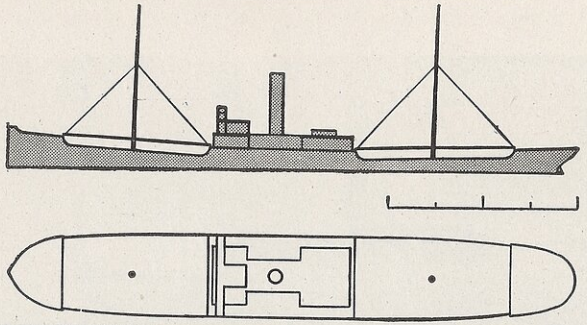
Constructed:
1937 Japan

Propulsion:
Machinery: Reciprocating
Screws: 1 N. H. P.: 240
R. P. M.: @ Knots:
Fuel: Coal Capacity: 487 tons
Radius: 5,800 miles at 11 knots.

Potential naval value: ARS, AK, or patrol vessel.
Remarks: Unusually heavy masts. Can handle very heavy lifts.

UNYO MARU NO. 2





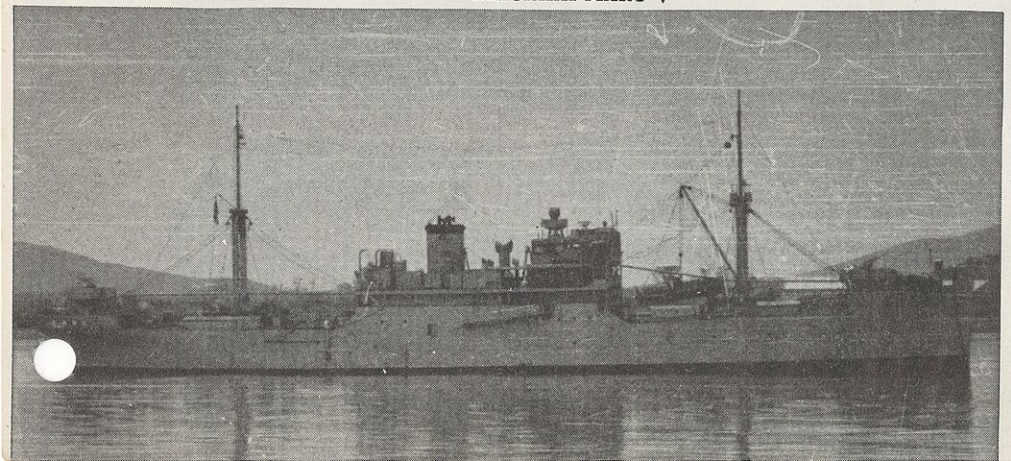
TAIKYU MARU
Similar: RYUSEI MARU

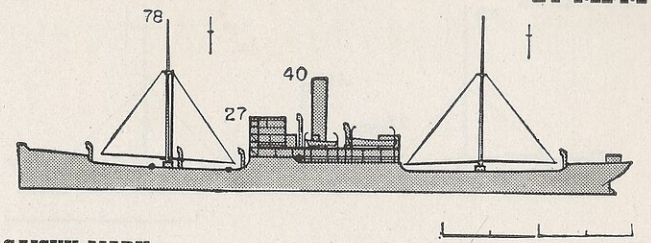
C

Tonnages:
Gross: 2,128 D. W.: 3,580
Length:
W. L. (B. P.): 290′ O. A.:
Beam: 42′
Drafts:
Loaded: 18′ 10″ Light: 7′ 8″
Speed:
Normal cruising: 8½ Max.: 10
Potential naval value: AK.
Remarks:

Constructed: 1906 Great Britain
Propulsion:
Machinery: Reciprocating
Screws: 1 N. H. P.: 256
R. P. M.: @ Knots:
Fuel: Coal Capacity: 464 tons
Radius: 4,900 miles at 8½ knots

NIHONKAI MARU ▼



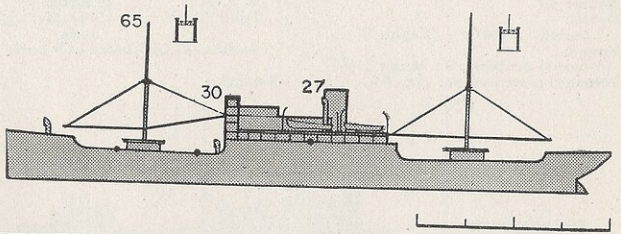


SAISYU MARU

C

Tonnages:
Gross: 2,083 D. W.: 3,450
Length:
W. L. (B. P.): 290′ O. A.:
Beam: 42′
Drafts:
Loaded: 18′ 6″ Light: 7′
Speed:
Normal cruising: 8½ Max.: 9½
Potential naval value: AK.
Remarks:

Constructed: 1897 Great Britain
Propulsion:
Machinery: Reciprocating
Screws: 1 N. H. P.: 220
R. P. M.: @ Knots:
Fuel: Coal Capacity: 270 tons
Radius: 3,500 miles at 8½ knots



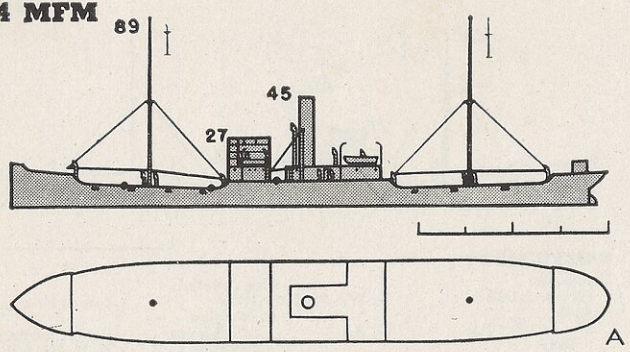
NIHONKAI MARU
TYOKAI MARU

B

Tonnages:
Gross: 2,658–81 D. W.: 3,710–21
Length:
W. L. (B. P.): 300′ O. A.:
Beam: 43′
Drafts:
Loaded: 19′ 6″ Light: 9′ 6″
Speed:
Normal cruising: 11 Max.: 13½
Potential naval value: ACM, AM, APG.
Remarks:

Constructed: 1932 Japan
Propulsion:
Machinery: Diesel
Screws: 1 N. H. P.: 270
R. P. M.: @ Knots:
Fuel: Oil Capacity: 446 tons
Radius:

24 MFM

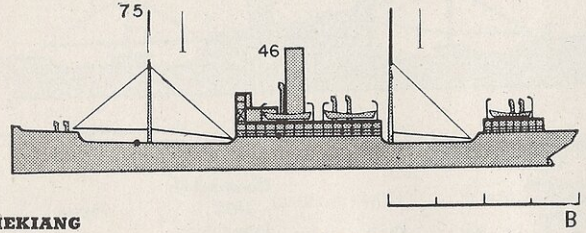


HORAI MARU
KAIHUKU MARU, SINSOKU MARU, TOTAI MARU

Tonnages:
Gross: 3,177–203 D. W.: 5,100–134
Length:
W. L. (B. P.): 305′ O. A.:
Beam: 44′
Drafts:
Loaded: 23′ 4″ Light: 7′
Speed:
Normal cruising: 9 Max.: 11½
Potential naval value: AP, AK.

Constructed:
1916–18 Japan
Propulsion:
Machinery: Reciprocating
Screws: 1 N. H. P.: 287
R. P. M.: @ Knots:
Fuel: Coal Capacity: 1,215 tons
Radius: 13,000 miles at 9 knots

Remarks:

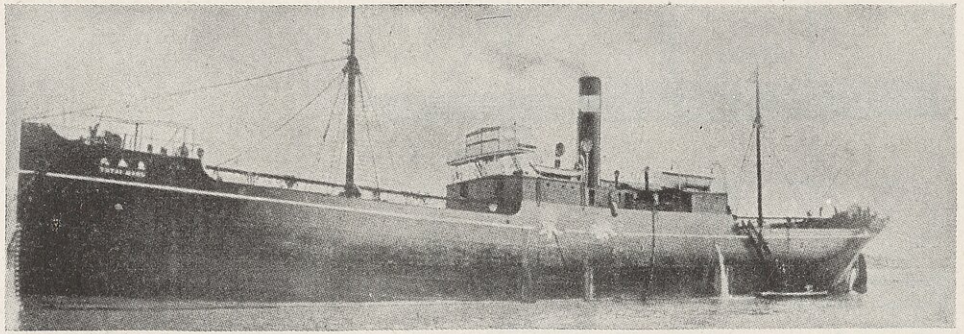


CHEKIANG

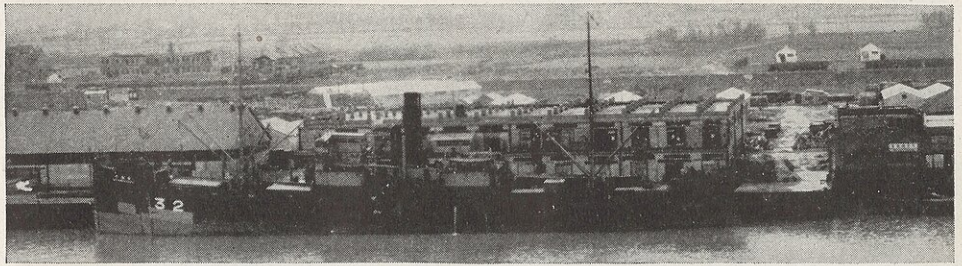
Tonnages:
Gross: 2,172 D. W.: 1,300
Length:
W. L. (B. P.):285′ O. A.:
Beam: 44′
Drafts:
Loaded: Light:
Speed:
Normal cruising: Max.:
Potential naval value: APc.

Constructed:
1914 China
Propulsion:
Machinery: Reciprocating
Screws: 1 N. H. P.: 170
R. P. M.: @ Knots:
Fuel: Coal Capacity:
Radius:
Remarks: Believed captured at Hongkong.

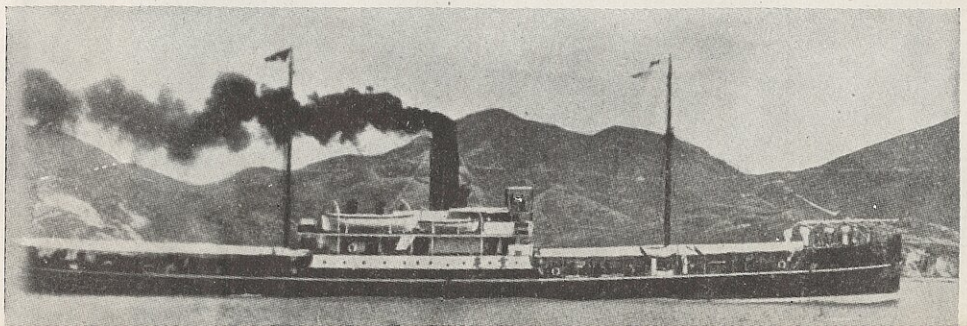
TOTAI MARU ▼

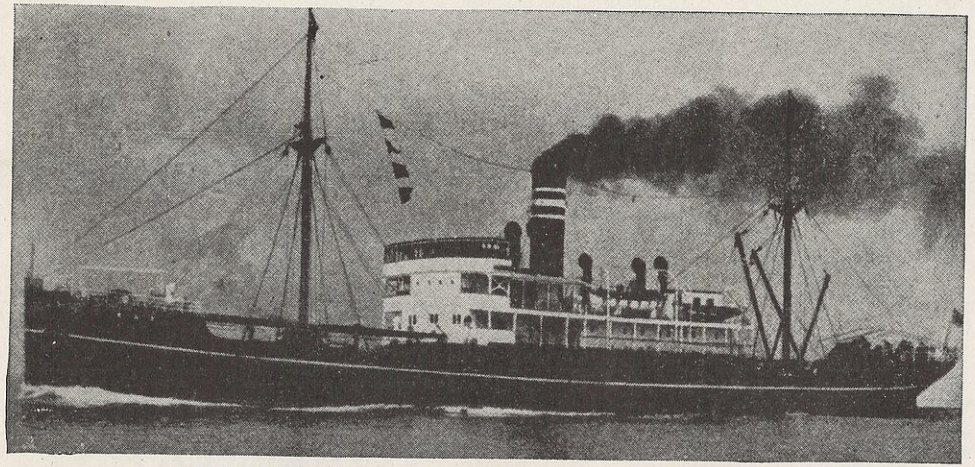


KAIHUKU MARU ▼

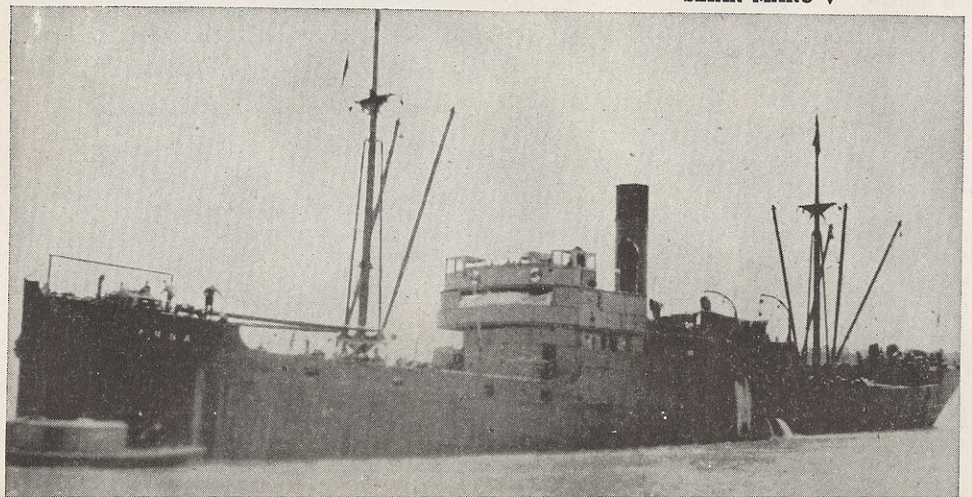


CHEKIANG ▼

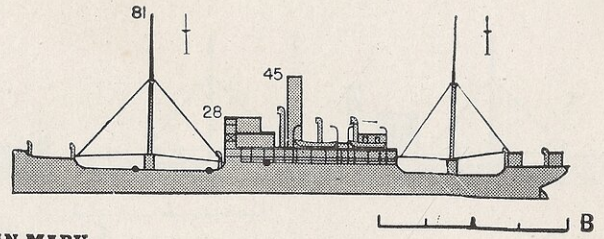




▲ KEIZAN MARU



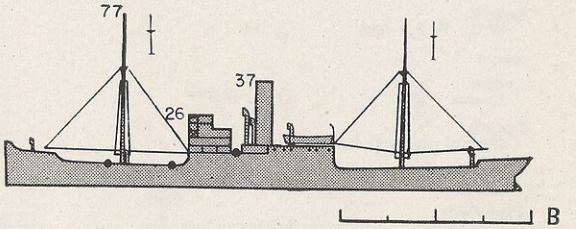
SEIAN MARU ▼



KEIZAN MARU

Tonnages:
Gross: 2,319 D. W.: 2,800
Length:
W. L. (B. P.): 285′ O. A.:
Beam: 43′
Drafts:
Loaded: 18′6″ Light: 8′
Speed:
Normal cruising: 11 Max.: 13½
Potential naval value: AP, AK.
Remarks:

Constructed:
1927 Japan
Propulsion:
Machinery: Reciprocating
Screws: 1 N. H. P.: 274
R. P. M.: @ Knots:
Fuel: Coal Capacity:
Radius:

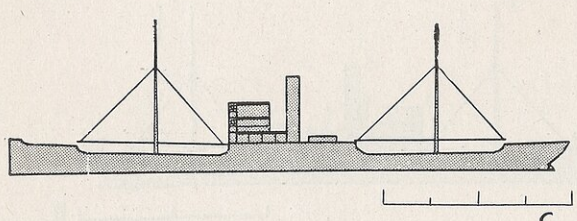


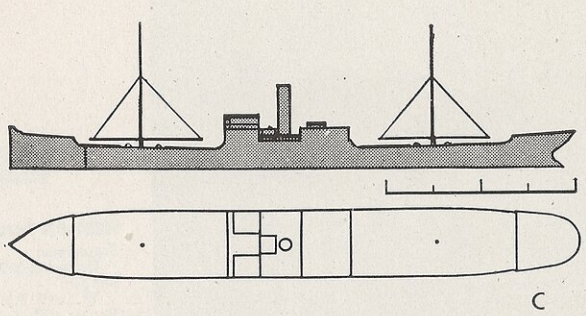
SEIAN MARU

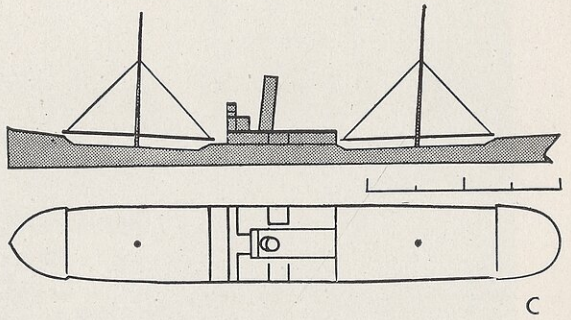
Tonnages:
Gross: 1,900 D. W.: 2,815
Length:
W. L. (B. P.): 272′ O. A.:
Beam: 41′
Drafts:
Loaded: 17′6″ Light: 7′6″
Speed:
Normal cruising: 8½ Max.: 9½
Potential naval value: AK, APc.
Remarks: SEIAN—Believed to be carrying oil in bulk.

Constructed:
1911 Great Britain
Propulsion:
Machinery: Reciprocating
Screws: 1 N. H. P.: 264
R. P. M.: @ Knots:
Fuel: Coal Capacity: 306 tons
Radius: 3,500 miles at 8½ knots.

24 MFM







HUKI MARU
Similar: TAISOKU MARU

Tonnages:
Gross: 2,453 D. W.: 3,775

Length:
W. L. (B. P.): 284′ O. A.:

Beam: 41′

Drafts:
Loaded: 20′ 6″ Light: 6′ 5″

Speed:
Normal cruising: 9½ Max.: 10½

Constructed:
1918 Japan

Propulsion:
Machinery: Reciprocating
Screws: 1 N. H. P.: 175
R. P. M.: @ Knots:
Fuel: Coal Capacity: 419 tons
Radius: 6,000 miles at 9½ knots.

Remarks:

KINE MARU
Similar: KOSEI MARU, TETUZAN MARU

Tonnages:
Gross: 2,018 D. W.: 3,750

Length:
W. L. (B. P.): 285′ O. A.:

Beam: 38′–40′

Drafts:
Loaded: 18′ 1″ Light: 8′ 3″

Speed:
Normal cruising: 8½ Max.: 10

Constructed:
1919–24 Japan

Propulsion:
Machinery: Reciprocating
Screws: 1 N. H. P.: 150
R. P. M.: @ Knots:
Fuel: Coal Capacity: 408 tons
Radius: 5,300 miles at 8½ knots.

Potential naval value: AK.

Remarks:

KITAKATA MARU

Tonnages:
Gross: 2,380 D. W.: 3,700

Length:
W. L. (B. P.): 287′ O. A.:

Beam: 43′

Drafts:
Loaded: 18′ 10″ Light: 6′ 8″

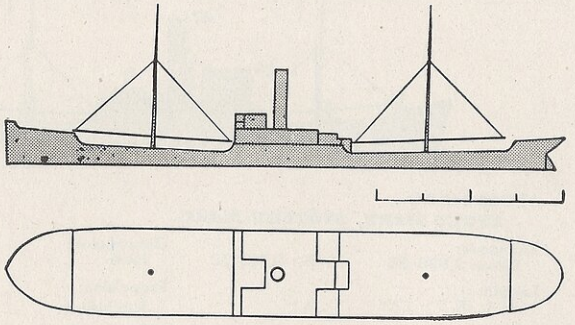
Speed:
Normal cruising: 7½ Max.: 8½

Constructed:
1901 Great Britain

Propulsion:
Machinery: Reciprocating
Screws: 1 N. H. P.: 234
R. P. M.: @ Knots:
Fuel: Coal Capacity: 389 tons
Radius: 3,500 miles at 7½ knots.

Potential naval value: AK.

Remarks:



C

TAITO MARU

Tonnages:
Gross: 2,727 D. W.: 4,326

Length:
W. L. (B. P.): 284′ O. A.:

Beam: 45′

Drafts:
Loaded: 20′4″ Light: 6′6″

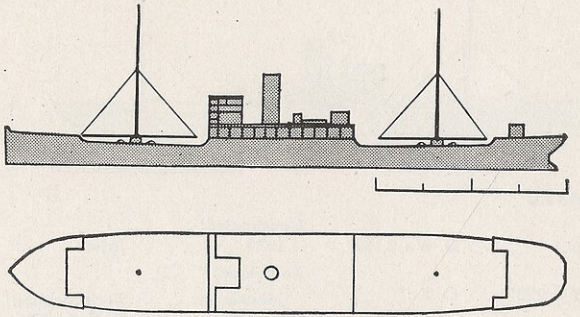
Speed:
Normal cruising: 8 Max.: 9½

Constructed:
1917 Japan

Propulsion:
Machinery: Reciprocating
Screws: 1 N. H. P.: 281
R. P. M.: @ Knots:
Fuel: Coal Capacity: 499 tons
Radius: 4,400 miles at 8 knots.

Potential naval value: AK

Remarks:



TAIKA MARU
TYUKA MARU

Tonnages:
Gross: 2,189–2,205 D. W.: 2,931

Length:
W. L. (B. P.): 280′ O. A.:

Beam: 43′

Drafts:
Loaded: 17′4″ Light: 7′

Speed:
Normal cruising: 9 Max.: 12

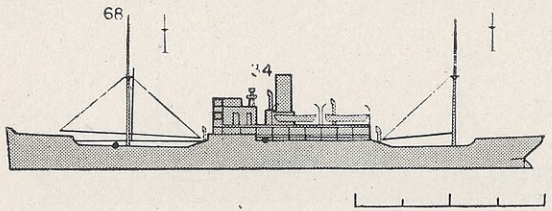
Constructed:
1921 Japan

Propulsion:
Machinery: Reciprocating
Screws: 1 N. H. P.: 156
R. P. M.: @ Knots:
Fuel: Coal Capacity: 384 tons
Radius: 3,900 miles at 9 knots.

Potential naval value: AK

Remarks:

24 MFM



SENKAI MARU

Tonnages:
Gross: 2,101 D. W.: 3,182

Length:
W. L. (B. P.): 275′ O. A.:
Beam: 41′

Drafts:
Loaded: 18′ 4″ Light: 6′ 10″

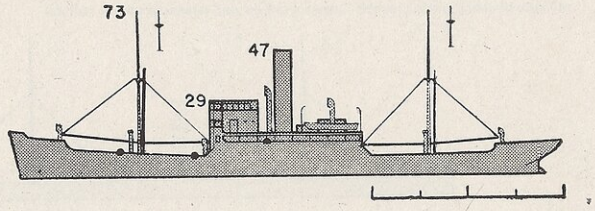
Speed:
Normal cruising: 8½ Max: 10

Potential naval value: APc or patrol vessel.
Remarks:

Constructed:
1926 Japan

Propulsion:
Machinery: Reciprocating
Screws: 1 N. H. P.: 150
R. P. M.: @ Knots:
Fuel: Coal Capacity: 408

Radius: 4,700 miles at 8½ knots.



SYOEI MARU
SYOHO MARU, SYOTOKU MARU

Tonnages:
Gross: 1,936–86 D. W.: 2,713–72

Length:
W. L. (B. P.): 272′ O. A.:

Beam: 40′

Drafts:
Loaded: 18′ 6″ Light: 8′

Speed:
Normal cruising: 10 Max: 12

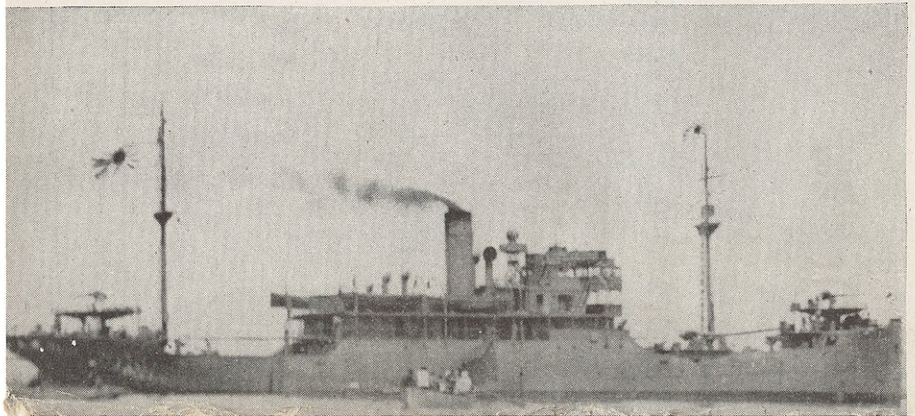
Potential naval value: AP, AK, or patrol vessel.
Remarks:

Constructed:
1936 Japan

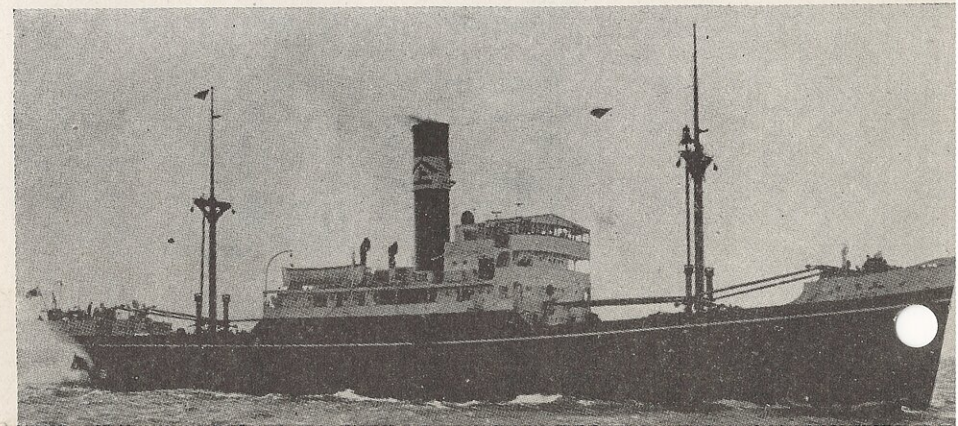
Propulsion:
Machinery: Reciprocating
Screws: 1 N. H. P.: 171
R. P. M.: @ Knots
Fuel: Coal Capacity: 360 tons

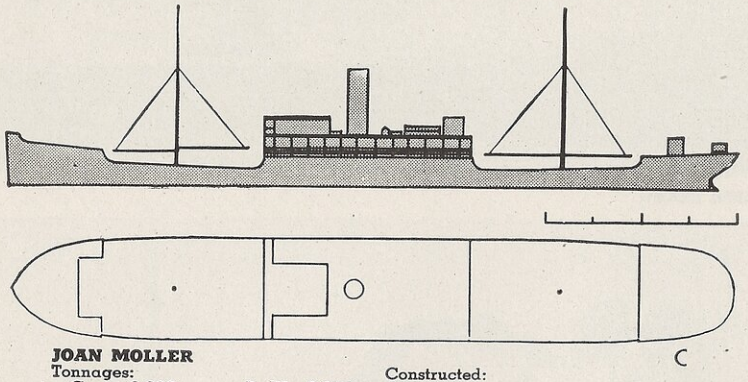
Radius: 3,800 miles at 10 knots.

SENKAI MARU ▼



SHOHO MARU ▼



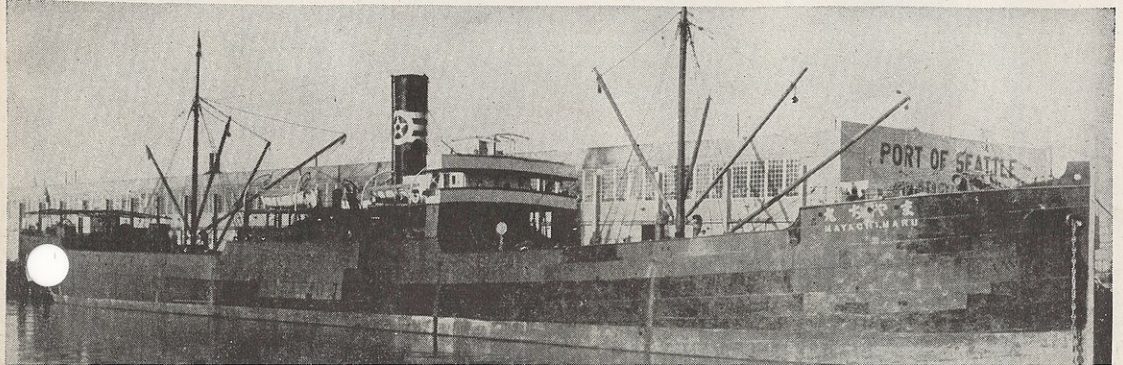


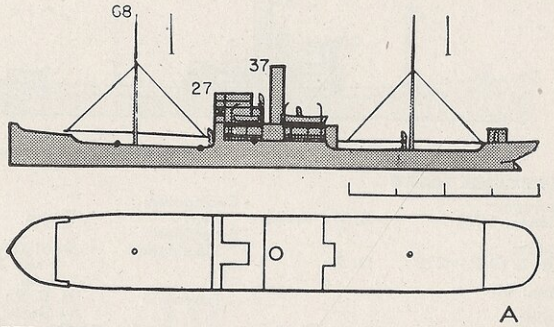
JOAN MOLLER

Tonnages:
Gross: 2,232 D. W.: 2,990
Length:
W. L. (B. P.): 270′ O. A.:
Beam: 40′
Drafts:
Loaded: 19′ Light:
Speed:
Normal cruising: 9½ Max.: 10⅓
Potential naval value: AP, AK.
Remarks:

Constructed:
1918 China
Propulsion:
Machinery Reciprocating
Screws: 1 N. H. P.: 215
R. P. M.: @ Knots:
Fuel: Coal Capacity:
Radius:

▼ **MAYATI MARU**





MAYATI MARU ▲
KANZYO MARU, KOZYUN MARU, NITTU MARU, NOBORI-KAWA MARU, SISEN MARU

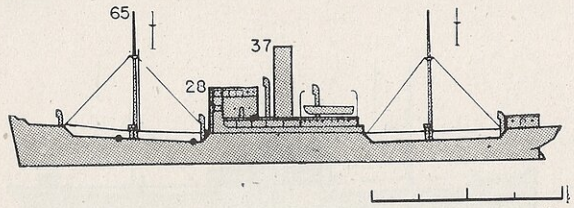
Similar: ASAMA MARU, BANEI MARU #3, BANEI MARU #15, EIZYUN MARU, HAKUSAN MARU, HOKUTO MARU, HORAIZAN MARU, NITTO MARU, RYUHO MARU #1, RYUHO MARU #2, SAGA MARU, SIMA MARU, SINHUKU MARU, SINTO MARU, TAIEI MARU, TAIRYU MARU, TITA MARU, TIZU MARU, TOYO MARU #1, TOYOSAKI MARU, TYOZYUN MARU, UNKAI MARU #7, YORO MARU #2, GRAN

Tonnages:
Gross: 1,778–2,376 D. W.: 2,799–3,641
Length:
W. L. (B. P.): 268′ O. A.:
Beam: 41′
Drafts:
Loaded: 20′ Light: 7′
Speed:
Normal cruising: 8½ Max: 10
Potential naval value: AK.

Constructed:
1916–22 Japan
Propulsion:
Machinery: Reciprocating
Screws: 1 N. H. P.: 170
R. P. M.: @ Knots:
Fuel: Coal Capacity: 400 tons
Radius: Approximately 4,000 miles at 8½ knots.

Remarks: HAKUSAN MARU: Believed to be carrying oil in bulk. GRAN—Former Panamanian ship believed captured by Japanese.

24 MFM

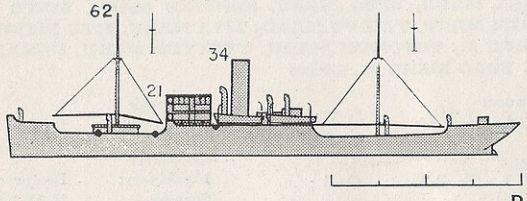


TATEYAMA MARU

Tonnages:
Gross: 1,991 D. W.: 2,746
Length:
W. L. (B.P.): 272′ O. A.:
Beam: 40′
Drafts:
Loaded: 19′ Light: 7′ 6″
Speed:
Normal cruising: 12 Max: 14

Contracted:
1937 Japan
Propulsion:
Machinery: Reciprocating and LP turbine
Screws: 1 N. H. P.: 240
R. P. M.: @ Knots:
Fuel: Coal Capacity: 240 tons
Radius: 4,000 miles at 12 nots.

Potential naval value: APc, AK, or patrol vessel.
Remarks.

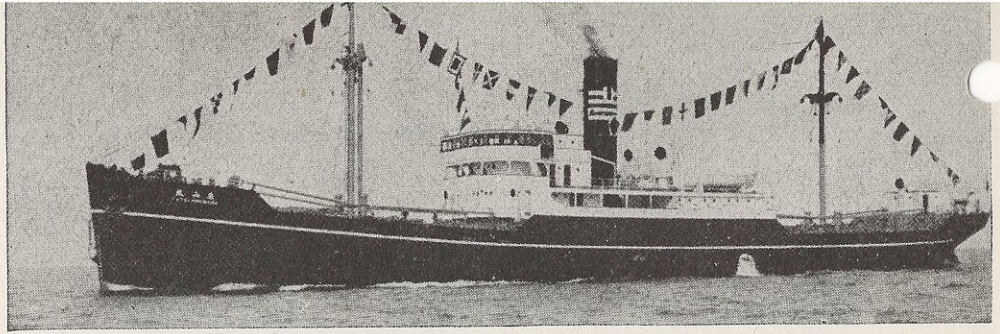


SYURI MARU

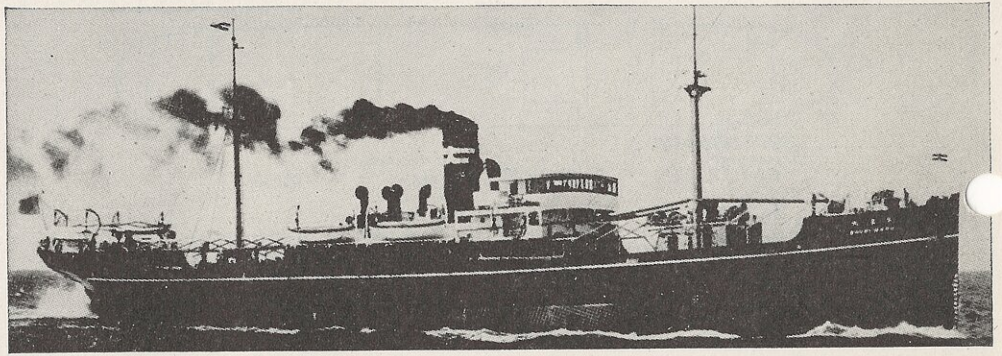
Tonnages:
Gross: 1,857 D. W.: 2,700
Length:
W. L. (B. P.): 260′ O. A.:
Beam: 39′
Drafts:
Loaded: 20′ Light:
Speed:
Normal cruising: 10 Max: 13

Constructed:
1928 Japan
Propulsion:
Machinery: Reciprocating
Screws: 1 H. P.:
R. P. M.: @ Knots:
Fuel: Coal Capacity:
Radius:

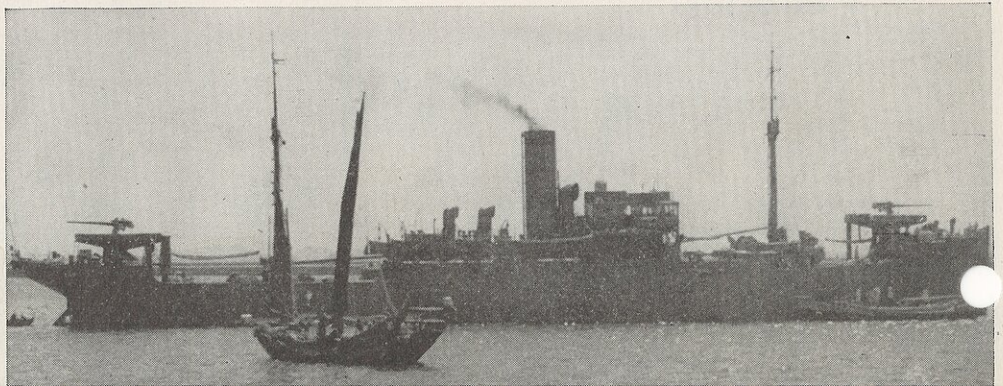
Potential naval value: APc, AK, or patrol vessel.
Remarks:

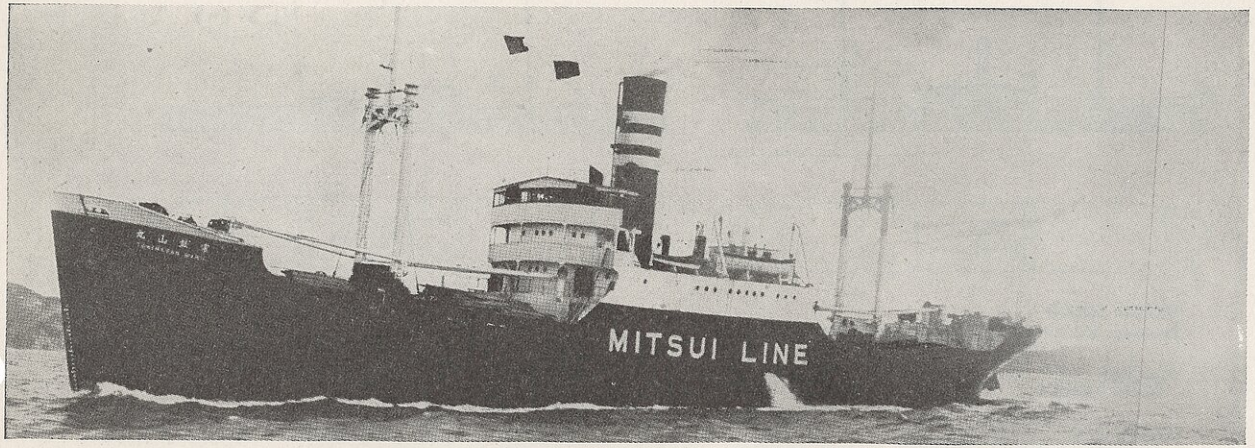


▲ TATEYAMA MARU



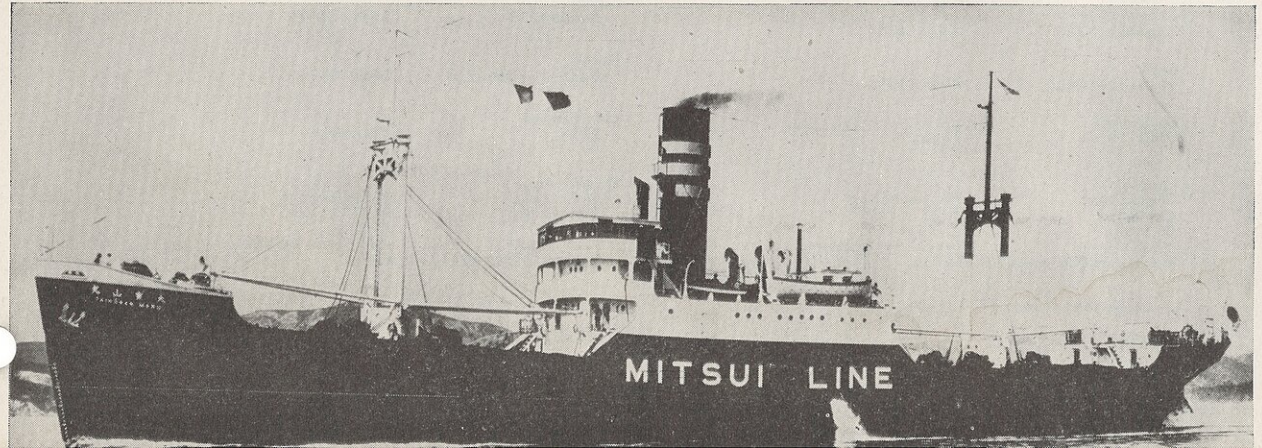
▼ SYURI MARU ▲

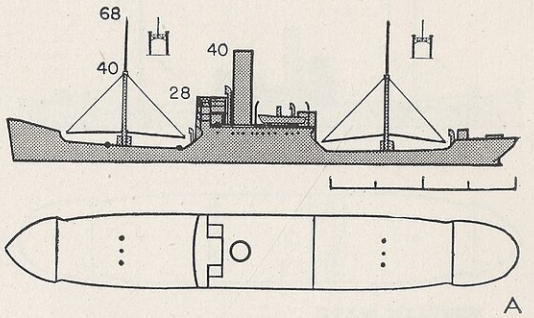




▲ TOKIWASAN MARU

TAIHOSAN MARU ▼





TAIHOSAN MARU
TOKIWASAN MARU

Tonnages:
Gross: 1,805 D. W.: 2,420

Length:
W. L. (B. P.): 265′ O. A.:

Beam: 38′

Drafts:
Loaded: 18′ Light: 8′6″

Speed:
Normal cruising: 9 Max.: 13

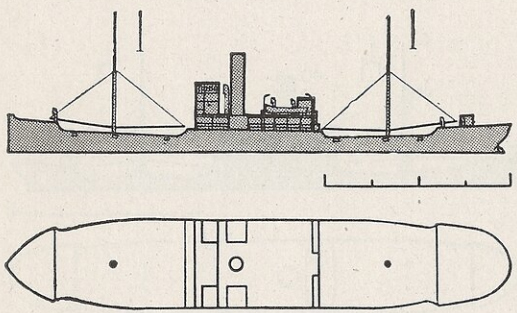
Constructed:
1937 Japan

Propulsion:
Machinery: Reciprocating with exhaust turbine.
Screws: 1 N. H. P.: 110
R. P. M.: @ Knots:
Fuel: Coal Capacity: 274 tons
Radius: 4,500 miles at 9 knots

Potential naval value: AK or patrol vessel.

Remarks:

24 MFM



HOKUSEN MARU
NOSIRO MARU, SYUNTAI MARU
Similar: KEIZAN MARU

Tonnages:
Gross: 2,253–333 D. W.: 3,320–552

Length:
W. L. (B. P.): 251′ O. A.:

Beam: 44′

Drafts:
Loaded: 20′ Light: 7′

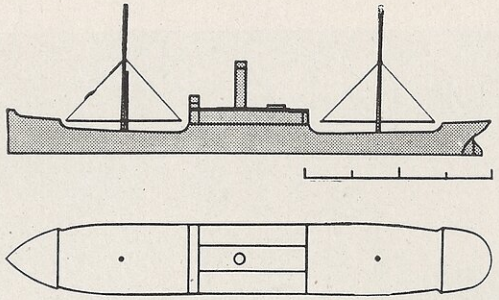
Speed:
Normal cruising: 8 Max.: 11

Constructed:
1920 Canada

Propulsion:
Machinery: Reciprocating
Screws: 1 N. H. P.: 274
R. P. M.: @ Knots:
Fuel: Coal Capacity: 224 tons
Radius: 1,800 miles at 8 knots.

Potential naval value: AK

Remarks: "Lake" type vessel built in Canada during and following World War I.



KEIUN MARU
Similar: KOZYUN MARU, SEIRYU MARU

Tonnages:
Gross: 1,900–31 D. W.: 2,962

Length:
W. L. (B. P.): 255′ O. A.:

Beam: 39′

Drafts:
Loaded: 19′10″ Light: 6′8″

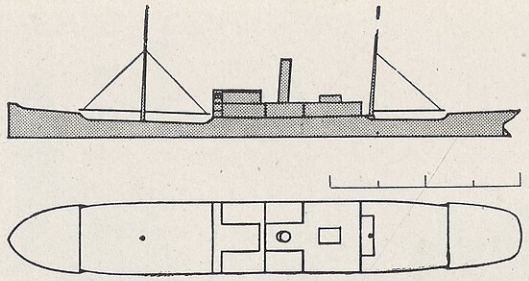
Speed:
Normal cruising: 9 Max.: 10½

Constructed:
1921–24 Japan

Propulsion:
Machinery: Reciprocating
Screws: 1 N. H. P.: 211
R. P. M.: @ Knots:
Fuel: Coal Capacity: 367 tons
Radius: 5,200 miles at 9 knots.

Potential naval value: AK

Remarks:



TAISEI MARU

Tonnages:
Gross: 1,824 D. W.: 2,698

Length:
W. L. (B. P.): 266′ O. A.:

Beam: 38′

Drafts:
Loaded: 18′ Light: 10′4″

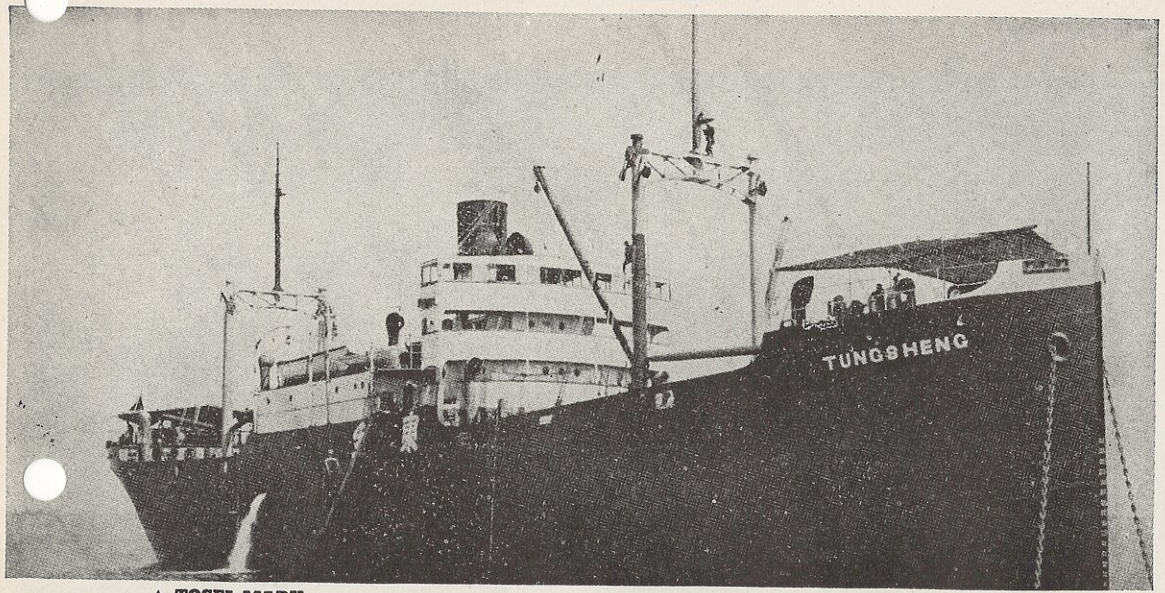
Speed:
Normal cruising: 8 Max: 9½

Constructed:
1906 Germany

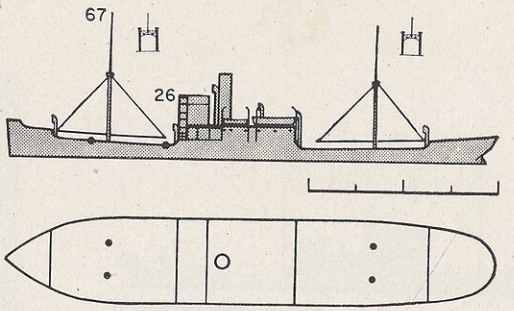
Propulsion:
Machinery: Reciprocating
Screws: 1 N. H. P.: 164
R. P. M.: @ Knots:
Fuel: Coal Capacity: 444 tons
Radius: 4,600 miles at 8 knots.

Potential naval value: AK

Remarks:



▲ TOSEI MARU



DAIGEN MARU #2
NITIEI MARU, SEIZAN MARU, SHINAI, TOSEI MARU, TOSYU MARU, WAKA MARU

Tonnages: Gross: 1,999–2,432 D. W.: 3,345–865
Length: W. L. (B. P.): 251′ O. A.: 261′
Beam: 44′
Drafts: Loaded: 23′ Light: 10′ 6″
Speed: Normal cruising: 9½ Max.: 11
Potential naval value: AK.

Constructed: 1917–20 Canada
Propulsion: Machinery: Reciprocating
Screws: 1 N. H. P.: 150
R. P. M.: @ Knots:
Fuel: Oil and Coal Capacity: 436 tons oil
Radius: 4,100 at 9½ knots

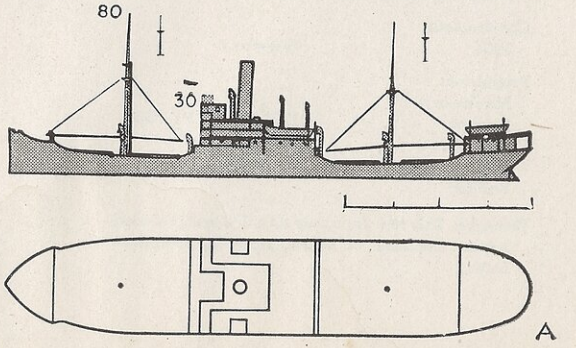
Remarks: "Lake" type vessels built on the Great Lakes in Canadian yards during and following World War I. SHINAI, former British vessel, believed captured by Japanese.

HOZAN MARU
HOZYO MARU, KOSIN MARU, SINSEI MARU #5, SINSEI MARU #17, SINYO MARU #3, SYOKO MARU, TOGO MARU, BOYACA, FUIERE CONSOLINE

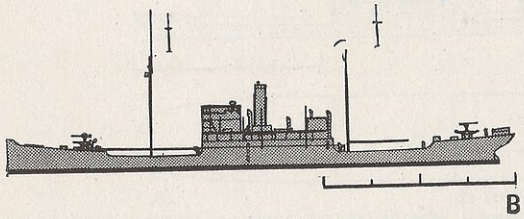
Tonnages: Gross: 1,868–2,556 D. W.: 3,000–4,460
Length: W. L. (B. P.): 251′ O. A.:
Beam: 44′
Drafts: Loaded: 24′ Light: 8′ 6″
Speed: Normal cruising: 10 Max.: 1
Potential naval value: AK.

Constructed: 1919–20 America
Propulsion: Machinery: Reciprocating
Screws: 1 N. H. P.: 315
R. P. M.: @ Knots:
Fuel: Coal and oil Capacity: 422 tons of coal
Radius: 4,800 miles at 10 knots

Remarks: U. S. S. B. Lake type. BOYACA, former Panamanian, believed captured by Japanese. FUIERE CONSOLINE, former Italian, believed captured by Japanese.



24 MFM



KOSYU (KOSHU)

Tonnages:
Displacement: 2,080 D. W.:

Length:
W. L. (B. P.): 253 O. A.: 264

Beam: 36

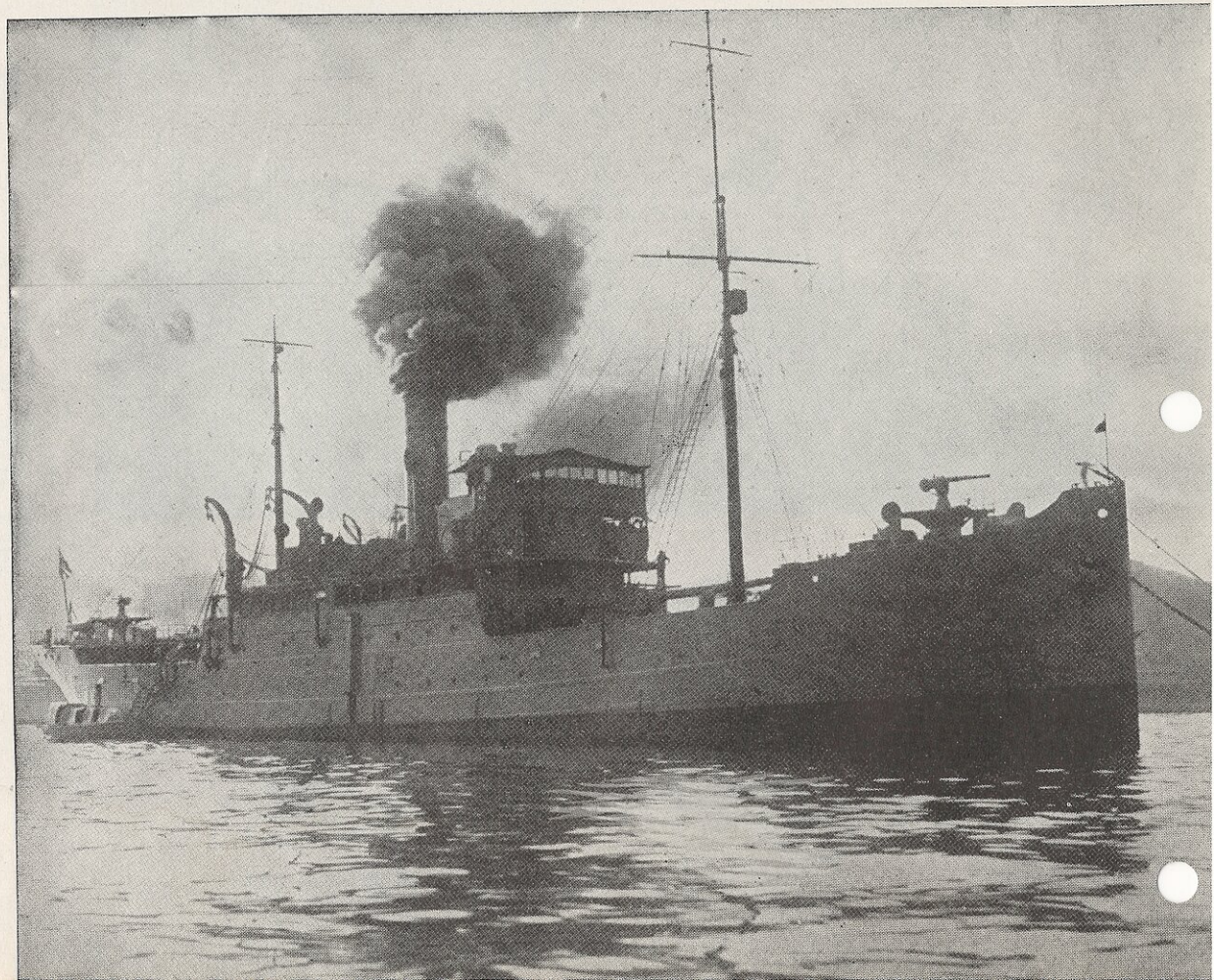
Drafts:
Loaded: 22 Light:

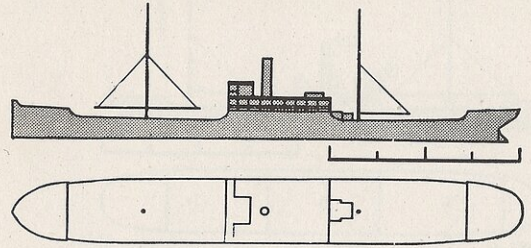
Speed:
Normal cruising: 8½ Max.: 11

Constructed:
1904 Germany

Propulsion:
Machinery:
Screws: Designed H. P.: 800
R. P. M.: @ Knots:
Fuel: Capacity:
Radius:

Remarks: This is a Japanese naval vessel included herein because of resemblance to merchant ships.

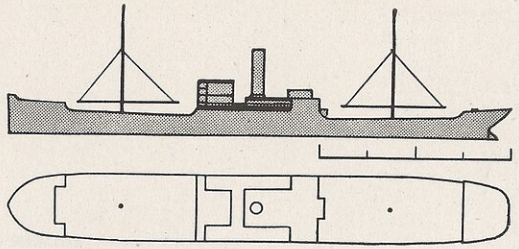




C

DOZAN MARU
SYOHUKU MARU

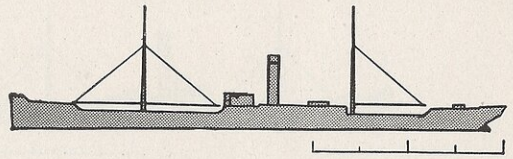
Tonnages:
Gross: 1,679 D. W.: 2,670
Length:
W. L. (B. P.): 250′ O. A.:
Beam: 35′
Drafts:
Loaded: 18′ 4″ Light: 8′ 6″
Speed:
Normal cruising: 8½ Max.: 9½
Constructed:
1918 Japan
Propulsion:
Machinery: Reciprocating
Screws: 1 H. P.:
R. P. M.: @ Knots:
Fuel: Coal Capacity: 351 tons
Radius: 5,300 miles at 8½ knots.
Potential naval value: AK.
Remarks:



C

UNKAI MARU #2

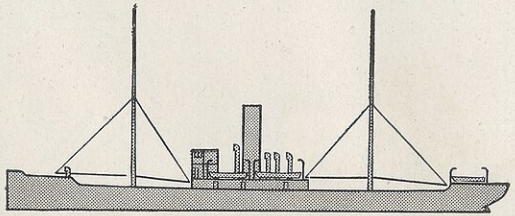
Tonnages:
Gross: 1,709 D. W.: 2,700
Length:
W. L. (B. P.): 242′ O. A.:
Beam: 36′
Drafts:
Loaded: 19′ Light: 9′
Speed:
Normal cruising: 7½ Max.: 9
Constructed:
1920 Japan
Propulsion:
Machinery: Reciprocating
Screws: 1 N. H. P.: 138
R. P. M.: @ Knots:
Fuel: Coal Capacity: 430 tons
Radius: 4,900 miles at 7½ knots.
Potential naval value: AK
Remarks:



C

DAISYO MARU
KANTO MARU, MAKO MARU, HUKUI MARU, NIKKYO MARU, SAWA MARU

Tonnages:
Gross: 1,518 D. W.: 2,564-2,580
Length:
W. L. (B. P.): 240′ O. A.:
Beam: 34′
Drafts:
Loaded: 19′ 3″ Light: 8′ 9″
Speed:
Normal cruising: 9 Max.: 10
Constructed:
1918 Japan
Propulsion:
Machinery: Reciprocating
Screws: 1 N. H. P.: 97
R. P. M.: @ Knots:
Fuel: Coal Capacity: 262 tons
Radius: 4,300 miles at 9 knots.
Potential naval value: AK.
Remarks:

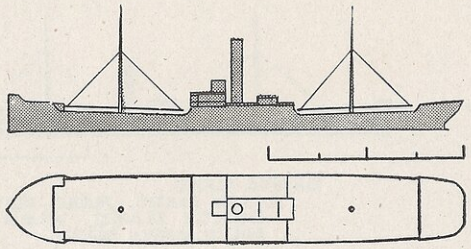


C

SIGLI
SIAOE

Tonnages:
Gross: 1,579 D. W.: 2,420
Length:
W. L. (B. P.): 250′ O. A.:
Beam: 40′
Drafts:
Loaded: 17′ 6″ Light:
Speed:
Normal cruising: 9 Max.: 11
Constructed:
1920–21 Holland
Propulsion:
Machinery: Reciprocating.
Screws: 1 N. H. P.: 121
R. P. M.: @ Knots:
Fuel: Oil Capacity:
Radius:
Potential naval value: AK.
Remarks: Former Dutch vessels possibly being operated by Japan.

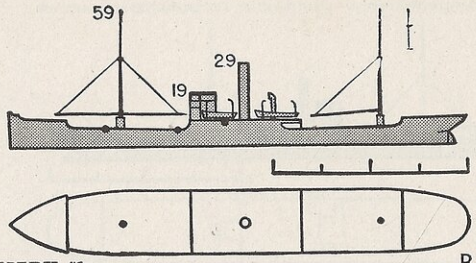
24 MFM



HOKUYO MARU
KIHUNE MARU

Tonnages:
Gross: 1,590– 1,606 D. W.: 2,437
Length:
W. L. (B. P.): 240′ O. A.:
Beam: 36′
Drafts:
Loaded: 17′ 6″ Light: 6′
Speed:
Normal cruising: 7 Max.: 9
Potential naval value: AK.
Remarks:

Constructed:
1918–19 Japan
Propulsion:
Machinery: Reciprocating
Screws: 1 N. H. P.: 79
R. P. M.: @ Knots:
Fuel: Coal Capacity: 255 tons
Radius: 3,400 miles at 7 knots.

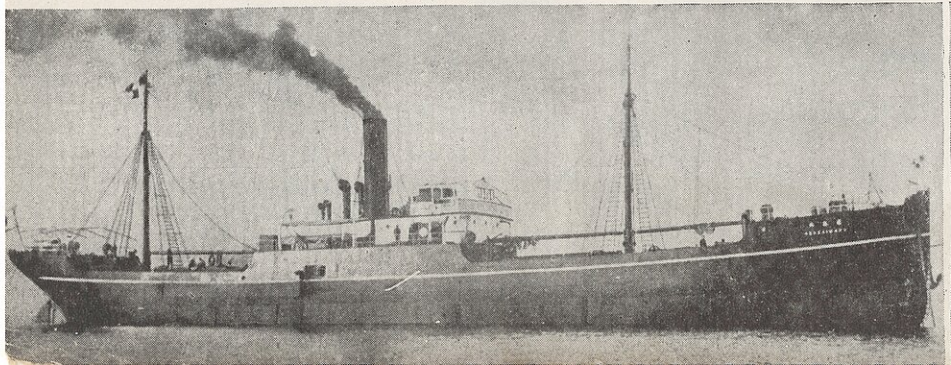


DAISIN MARU #1
HOKUSAI MARU, KANO MARU, KINKO MARU, KINRYUZAN MARU, KOKAI MARU, KUROKAMISAN MARU, REKIZAN MARU, SANTEN MARU, SANTYO MARU, SYORYU MARU, TAIZYUN MARU, YOZAN MARU
Similar: DAISIN MARU, KANKO MARU, SEISIN MARU, SINAN MARU, TENKO MARU, TYOKAI MARU, TYOKAI MARU #2

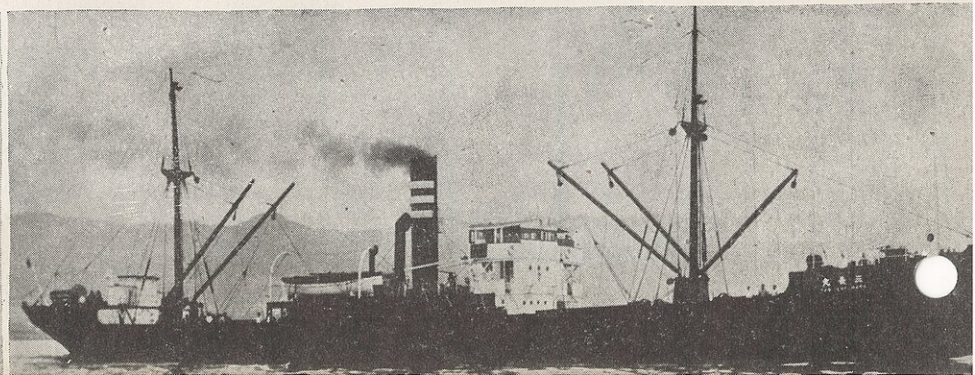
Tonnages:
Gross: 1,211–370 D. W.: 1,800–2,200
Length:
W. L. (B. P.): 226–9′ O. A.:
Beam: 34′
Drafts:
Loaded: 16′ Light: 7′ 9″
Speed:
Normal cruising: 7 Max.: 9
Potential naval value: AK.
Remarks: A very common 3-hatch type vessel built about 1918.

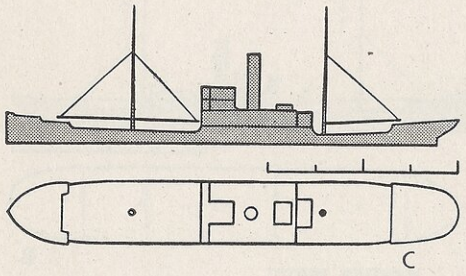
Constructed:
1918–22 Japan
Propulsion:
Machinery: Reciprocating
Screws: 1 H. P.:
R. P. M.: @ Knots:
Fuel: Coal Capacity: 130 tons
Radius: 1,550 miles at 7 knots.

▼ SANTYO MARU



KANO MARU ▼





AITOKU MARU

Tonnages:
Gross: 1,328 D. W.: 2,077

Length:
W. L. (B. P.): 225′ O. A.:

Beam: 33′

Drafts:
Loaded 17′ Light: 6′

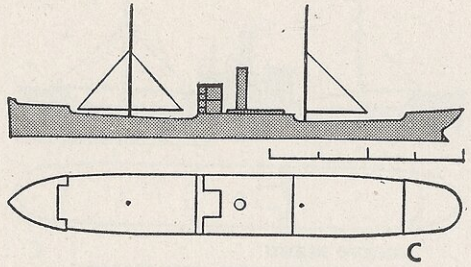
Speed:
Norma cruising. 8½ Max.: 10

Constructed.
1924 Japan

Propulsion:
Machinery: Reciprocating
Screws: 1 N. H. P.: 138
R. P. M.: @ Knots:
Fuel: Coal Capacity: 264 tons
Radius: 3,700 miles at 8½ knots

Potential naval value: AK.

Remarks:



DAISIN MARU #2

SAKURAZIMA MARU, SEIWA MARU, SENZAN MARU, TIHAYA MARU

Similar: BANEI MARU #2, BANEI MARU #6, KANZAKI MARU, SINTEN MARU

Tonnages:
Gross: 1,147–1,317 D. W.: 2,000

Length:
W. L. (B. P.): 225′ O. A.:

Beam: 33′

Drafts:
Loaded: 16′9″ Light: 7′1″

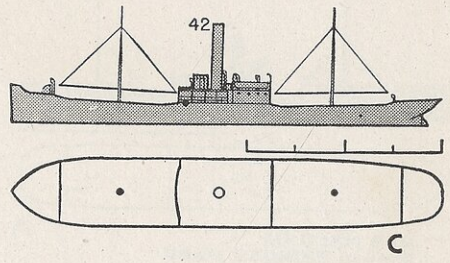
Speed:
Normal cruising: 8 Max.: 10

Constructed:
1918 Japan

Propulsion:
Machinery: Reciprocating
Screws: 1 N. H. P.: 81
R. P. M.: @ Knots:
Fuel: Coal Capacity: 136 tons
Radius: 2,100 miles at 8 knots

Potential naval value: AK.

Remarks: SINTEN—Believed to be carrying oil in bulk.



HAI PING

Tonnages:
Gross: 1,105 D. W.: 1,800

Length:
W. L. (B. P.): 226′ O. A.:

Beam: 37′

Drafts:
Loaded: 15′ Light:

Speed:
Normal cruising: 9 Max.: 10

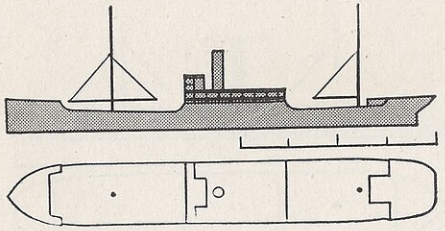
Constructed:
1911 Norway

Propulsion:
Machinery: Reciprocating
Screws: 1 H. P.:
R. P. M.: @ Knots:
Fuel: Coal Capacity:
Radius:

Potential naval value: AK.

Remarks: Norwegian ship seized by Japanese.

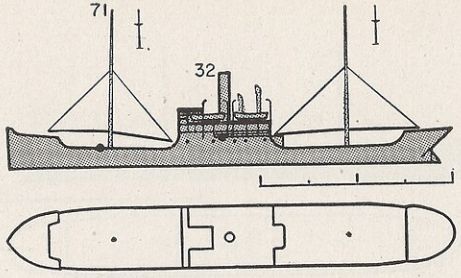
24 MFM



A

ONO MARU #18
Similar: TAIHOKU MARU

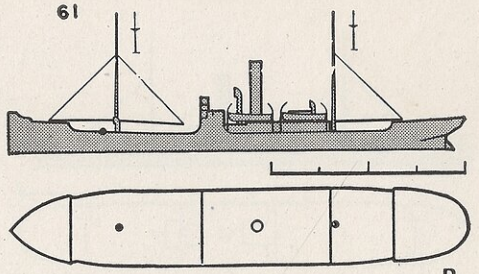
Tonnages:
Gross: 1,370 D. W.: 2,150
Length:
W. L. (B. P.): 225′ O. A.:
Beam: 34′
Drafts:
Loaded: 17′ 5″ Light: 6′
Speed:
Normal cruising: Max.: 11
Constructed:
1921 Japan
Propulsion:
Machinery: Reciprocating
Screws: 1 N. H. P.: 121
R. P. M.: @ Knots:
Fuel: Coal Capacity: 260 tons
Radius: 3,500 miles at 9 knots
Potential naval value: AK.
Remarks:



C

HEIRYO MARU
HUKUSEI MARU, TEIKAI MARU, TOSYO MARU, TOYU MARU

Tonnages:
Gross: 1,224 D. W.: 1,950
Length:
W. L. (B. P.): 225′ O. A.:
Beam: 33′
Drafts:
Loaded: 16′ Light: 5′ 6″
Speed:
Normal cruising: 7 Max.: 8
Constructed:
1918 Japan
Propulsion:
Machinery: Reciprocating
Screws: 1 N. H. P.: 97
R. P. M.: @ Knots:
Fuel: Coal Capacity: 160 tons
Radius: 2,000 miles at 7 knots
Potential naval value: AK.
Remarks:

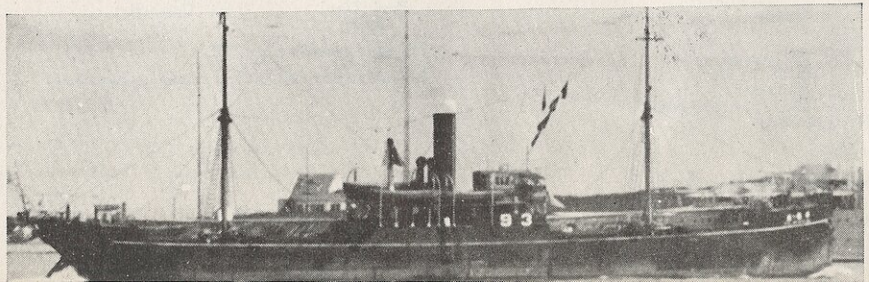


B

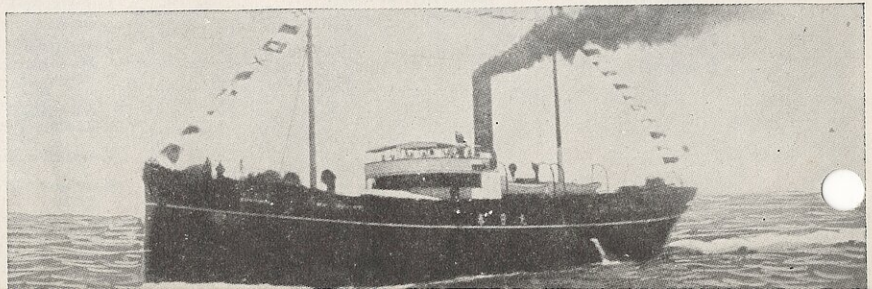
KASUGA MARU

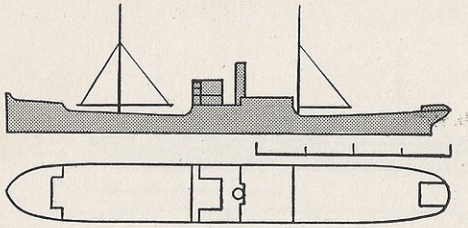
Tonnages:
Gross: 1,398 D. W.: 2,035
Length:
W. L. (B. P.): 225′ O. A.:
Beam: 34′
Drafts:
Loaded: 17′ 2″ Light: 9′ 1″
Speed:
Normal cruising: 8 Max.: 10
Constructed:
1916 Japan
Propulsion:
Machinery: Reciprocating
Screws: 1 N. H. P.: 31
R. P. M.: @ Knots:
Fuel: Coal Capacity: 183 tons
Radius: 2,100 miles at 8 knots
Potential naval value: AK.
Remarks:

▼ HEIRYO MARU



KASUGA MARU ▼





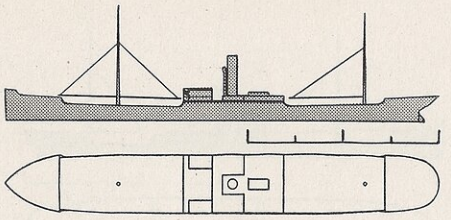
C

HUKUEI MARU
YUBARI MARU #3

Tonnages: Gross: 1,114–1,152 D. W.: 1,750
Length: W. L. (B. P.): 215' O. A.:
Beam: 32'
Drafts: Loaded: 15' 11" Light: 5' 9"
Speed: Normal cruising: 9 Max.: 11

Potential naval value: AK.
Remarks:

Constructed: 1918 Japan
Propulsion: Machinery: Reciprocating
Screws: 1 N. H. P.: 88
R. P. M.: @ Knots:
Fuel: Coal Capacity: 270 tons
Radius: 5,800 miles at 9 knots



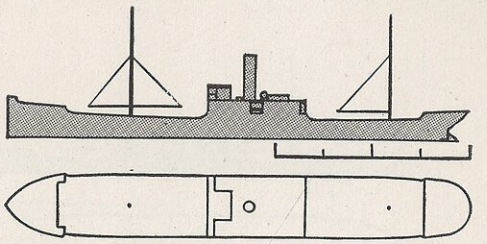
C

UNKAI MARU #8

Tonnages: Gross: 1,293 D. W.: 1,850
Length: W. L. (B. P.): 218' O. A.:
Beam: 32'
Drafts: Loaded: 16' Light: 7'
Speed: Normal cruising: 8 Max.: 10

Potential naval value: AK.
Remarks:

Constructed: 1924 Japan
Propulsion: Machinery: Reciprocating
Screws: 1 H. P.:
R. P. M.: @ Knots:
Fuel: Coal Capacity: 245 tons
Radius: 3,900 miles at 8 knots.



C

SAGAWA MARU
TOKIWA MARU

Tonnages: Gross: 1,186–1,204 D. W.: 1,721
Length: W. L. (B. P.): 220' O. A.:
Beam: 32'
Drafts: Loaded: 15' 6" Light: 7' 4"
Speed: Normal cruising: 8 Max.: 9½

Potential naval value: AK.
Remarks:

Constructed: 1918 Japan
Propulsion: Machinery: Reciprocating
Screws: 1 N. H. P.: 88
R. P. M.: @ Knots:
Fuel: Coal Capacity: 225 tons
Radius: 2,700 miles at 8 knots.

ASAHI MARU #2

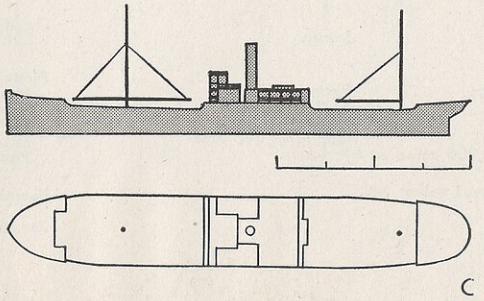
BANEI MARU #7, HATTENZAN MARU, HIRANO MARU, MAOKA MARU, MASAKI MARU, MASAKI MARU #2, NOTORO MARU, ONO MARU #14, SAKISIMA MARU, SINSEI MARU #3, SINTO MARU, SINYO MARU #1, SYOHO MARU, TAKI MARU, TYOSAN MARU, YUMIHARI MARU #2

Similar: ITOSAKI MARU, NISSIN MARU, NISSYO MARU #8

Tonnages: Gross: 1,159–1,323 D. W.: 2,118
Length: W. L. (B. P.): 220' O. A.:
Beam: 35'
Drafts: Loaded: 16' 1" Light: 4' 10"
Speed: Normal cruising: 8 Max.: 9

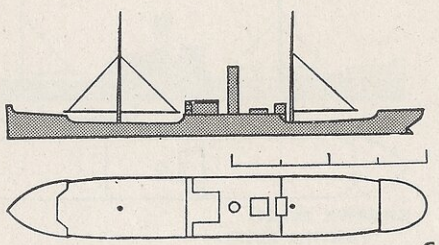
Potential naval value: AK.
Remarks:

Constructed: 1919 Japan
Propulsion: Machinery: Reciprocating
Screws: 1 N. H. P.: 117
R. P. M.: @ Knots:
Fuel: Coal Capacity: 240 tons
Radius: 2,900 miles at 8 knots.



C

24 MFM



C

DAIAN MARU #2
Similar: ROKUSAN MARU, SINYO MARU #2

Tonnages:
Gross: 1,085 D. W.: 1,667–1,800

Length:
W. L. (B. P.): 210′ O. A.:

Beam: 32′

Drafts:
Loaded: 16′ Light: 7′

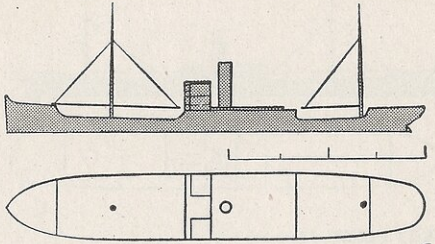
Speed:
Normal cruising: 8½ Max.: 9½

Constructed:
1918 Japan

Propulsion:
Machinery: Reciprocating
Screws: 1 N. H. P.: 74
R. P. M.: @ Knots:
Fuel: Coal Capacity: 145 tons
Radius: 2,900 miles at 8½ knots.

Potential naval value: AK.

Remarks:



C

HOKUSEI MARU
Similar: MIHUKU MARU, UNKAI MARU #15, UNTEN MARU

Tonnages:
Gross: 1,206 D. W.: 1,963

Length:
W. L. (B. P.): 200′ O. A.:

Beam: 32′

Drafts:
Loaded: 11′ 9″ Light: 6′ 4″

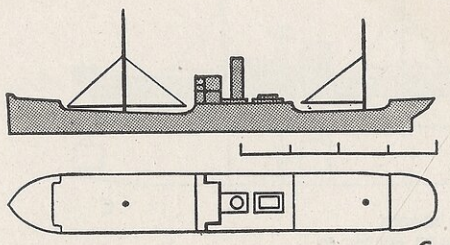
Speed:
Normal cruising: 8 Max.: 10

Constructed:
1918 Japan

Propulsion:
Machinery: Reciprocating
Screws: 1 N. H. P.: 88
R. P. M.: @ Knots:
Fuel: Coal Capacity: 200 tons
Radius: 2,900 miles at 8 knots.

Potential naval value: AK.

Remarks:



C

TIKA MARU

Tonnages:
Gross: 1,146 D. W.: 1,785

Length:
W. L. (B. P.): 210′ O. A.:

Beam: 31′

Drafts:
Loaded: 17′ Light: 8′

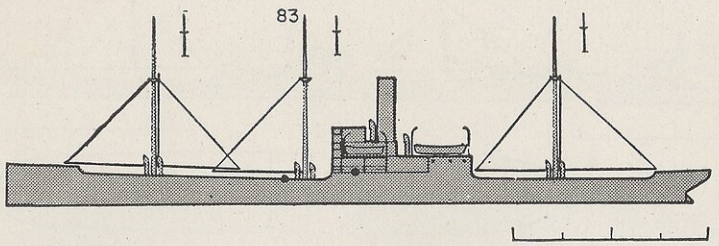
Speed:
Normal cruising: 8 Max.: 10

Constructed:
1919 Japan

Propulsion:
Machinery: Reciprocating
Screws: 1 N. H. P.: 97
R. P. M.: @ Knots:
Fuel: Coal Capacity: 165 tons
Radius: 2,100 miles at 8 knots.

Potential naval value: AK.

Remarks:



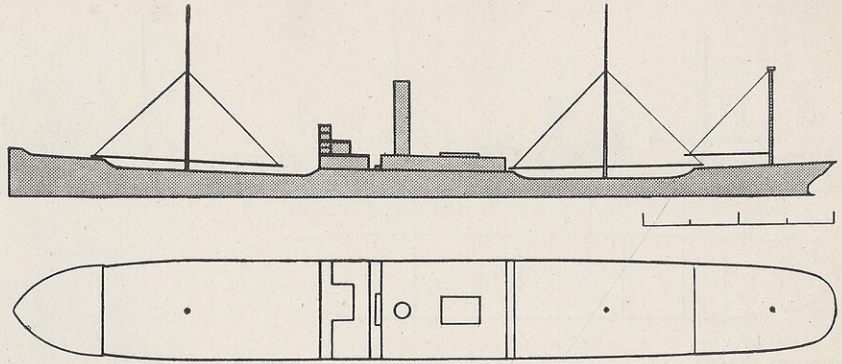
B

GRANATIERE PADULA

Tonnages:
Gross: 3,904 D. W.: 6,100
Length:
W. L. (B. P.): 355′ O. A.:
Beam: 50′
Drafts:
Loaded: 22′ Light:
Speed:
Normal cruising: 9 Max.: 11

Constructed:
1909 Great Britain
Propulsion:
Machinery: Reciprocating
Screws: 1 N. H. P.: 327
R. P. M.: @ Knots:
Fuel: Coal Capacity:
Radius:

Potential naval value: AK.
Remarks: Italian vessel now believed to be operated by Japanese.



C

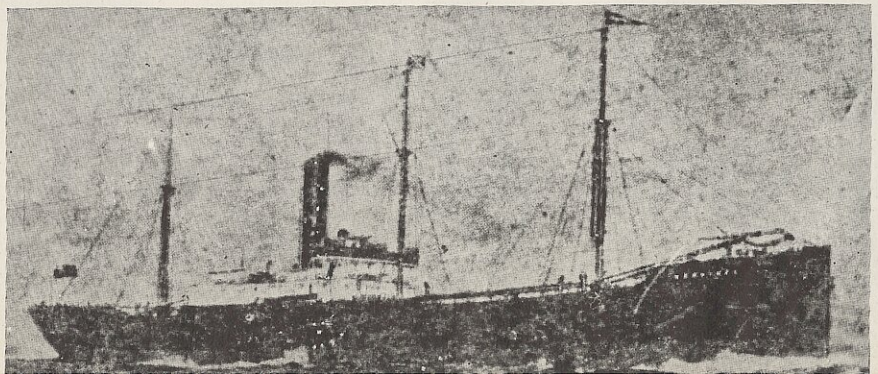
OKUNI MARU

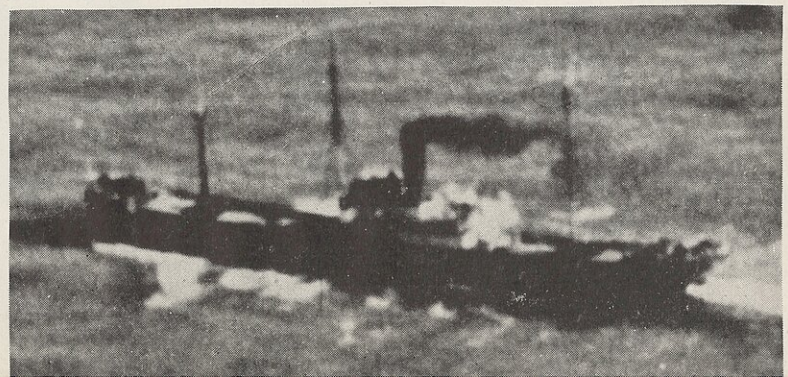
Tonnages:
Gross: 5,633 D. W.: 8,450
Length:
W. L. (B. P.): 420′ O. A.:
Beam: 55′
Drafts:
Loaded: 25′3″ Light: 9′8″
Speed:
Normal cruising: 8 Max.: 10

Constructed:
1901 Great Britain
Propulsion:
Machinery: Reciprocating
Screws: 1 N. H. P.: 494
R. P. M.: @ Knots:
Fuel: Coal Capacity: 1,114 tons
Radius: 7,100 miles at 8 knots.

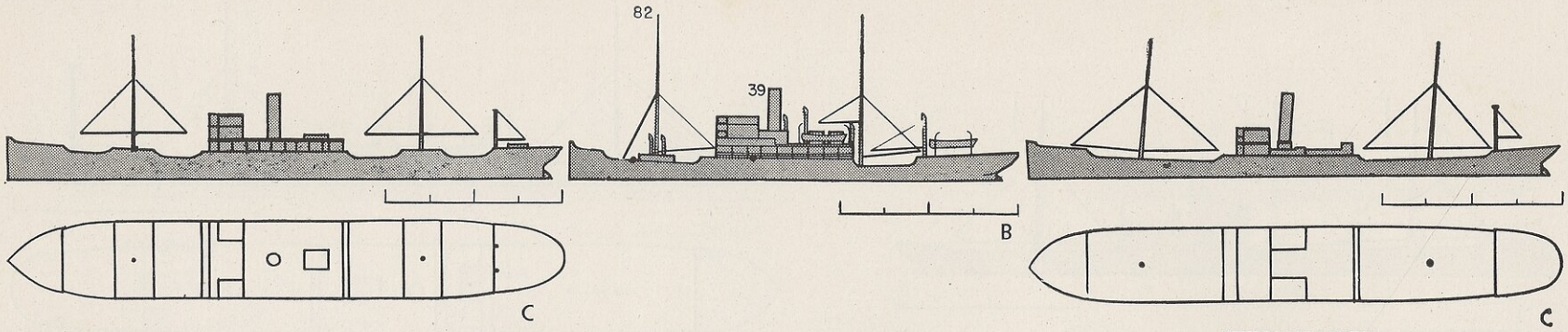
Potential naval value: AK.
Remarks:

▼ GRANATIERE PADULA ▼





24 MFMK



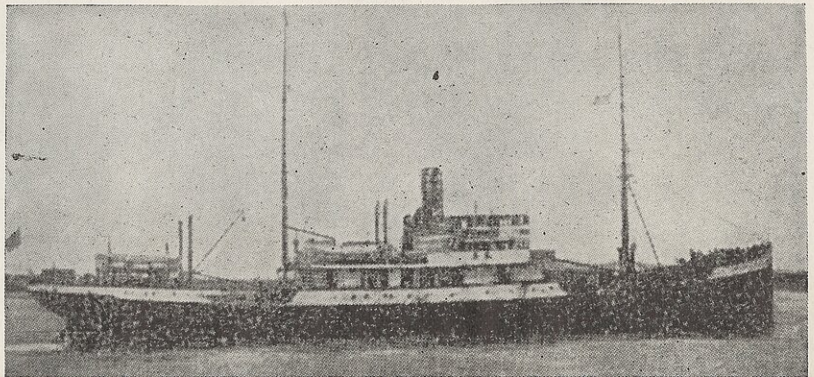
HUSIMI MARU
ZAOSAN MARU

Tonnages:
Gross: 2,542–2,631 D. W.: 3,960
Length:
W. L. (B. P.): 306′ O. A.:
Beam: 45′
Drafts:
Loaded: 19′ 5″ Light: 9′ 11″
Speed:
Normal cruising: 8 Max.: 9
Constructed:
1906 Great Britain
Propulsion:
Machinery: Reciprocating
Screws: 1 N. H. P.: 231
R. P. M.: @ Knots:
Fuel: Coal Capacity: 407 tons
Radius: 3,500 miles at 8 knots
Potential naval value: AK.
Remarks:

CANTON

Tonnages:
Gross: 1,581 D. W.: 2,500
Length:
W. L. (B. P.): 242, O. A.:
Beam: 36′
Drafts:
Loaded: 17′ Light:
Speed:
Normal cruising: 11 Max.: 12
Constructed:
1915 France
Propulsion:
Machinery: Reciprocating
Screws: 1 N. H. P.: 435
R. P. M.: @ Knots:
Fuel: Coal Capacity:
Radius:
Potential naval value: AK, AP.
Remarks: Former French vessel requisitioned by Japanese.

▼ CANTON



HIKOSAN MARU

Tonnages:
Gross: 2,073 D. W.: 3,550
Length:
W. L. (B. P.): 289′ O. A.:
Beam: 43′
Drafts:
Loaded: 18′ 3″ Light: 7′
Speed:
Normal cruising: 8½ Max.: 10
Constructed:
1902 Great Britain
Propulsion:
Machinery: Reciprocating
Screws: 1 N. H. P.: 215
R. P. M.: @ Knots:
Fuel: Coal Capacity: 429 tons
Radius: 4,900 miles at 8½ knots.
Potential naval value: AK.
Remarks:

SINANO MARU

Tonnages:
Gross: 6,254 D. W.: 6,740

Length:
W. L. (B. P.): 445′ O. A.:

Beam: 50′

Drafts:
Loaded: 25′ 5″ Light: 11′ 7″

Speed:
Normal cruising: 8 Max.: 9½

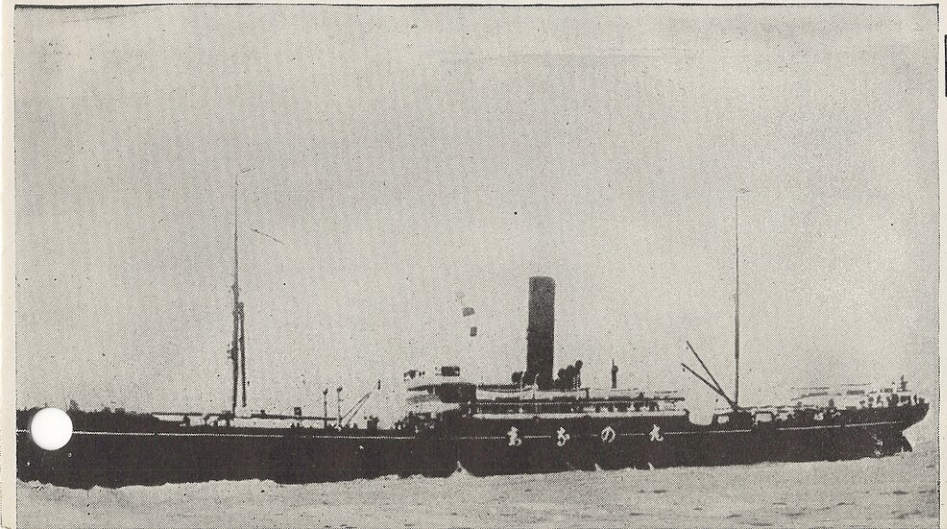
Potential naval value: AK.

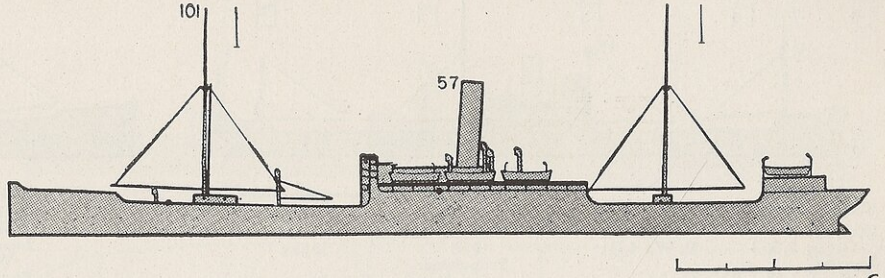
Remarks:

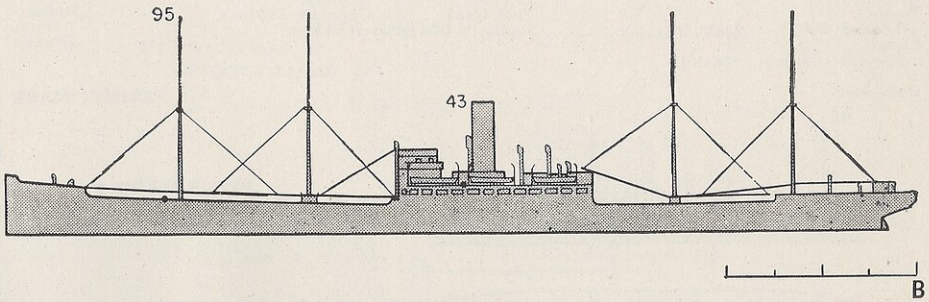
Constructed:
1900 Great Britain

Propulsion:
Machinery: Reciprocating
Screws: 2 N. H. P.: 580
R. P. M.: @ Knots:
Fuel: Coal Capacity: 1,219 tons
Radius: 7,700 miles at 8 knots

SINANO MARU ▼







TEIO MARU (ex HAVENSTEIN)

Tonnages:
Gross: 7,974 D. W.: 12,100

Length:
W. L. (B. P.): 471′ O. A.:

Beam: 58′

Drafts:
Loaded: 26′ 11″ Light:

Speed:
Normal cruising: 11 Max.:

Potential naval value: AP, AK.

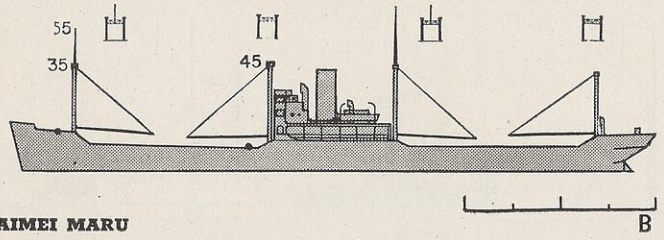
Remarks·

Constructed:
1921 Germany

Propulsion:
Machinery: Reciprocating
Screws: 1 N. H. P.: 558
R. P. M.: @ Knots:
Fuel: Coal Capacity: 978 tons

Radius:

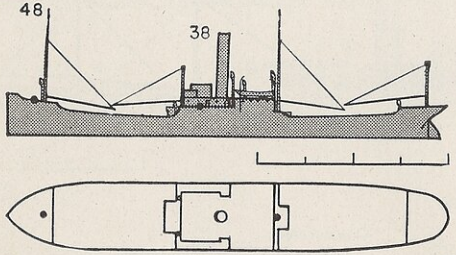
24 MKFMK **24 MKFKM**



TAIMEI MARU

Tonnages:
Gross: 2,883 D. W.: 4,111
Length:
W. L. (B. P.): 326′ O. A.:
Beam: 44′
Drafts:
Loaded: 20′ Light: 8′
Speed:
Normal cruising: 10 Max.: 12
Remarks:

Constructed: 1936 Japan
Propulsion:
Machinery: Reciprocating
Screws: 1 N. H. P.: 284
R. P. M.: @ Knots:
Fuel: Coal Capacity: 370 tons.
Radius: 4,500 miles at 10 knots

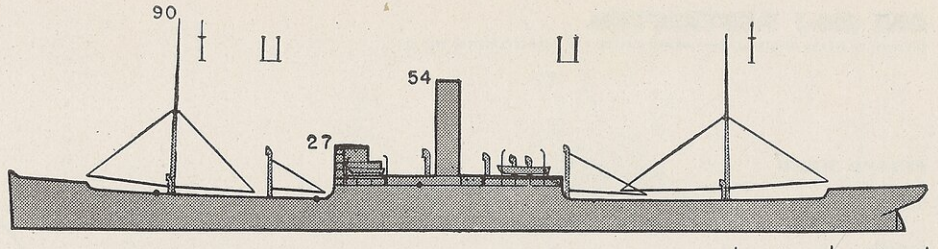


RANDI

Tonnages:
Gross: 1,132 D. W.: 1,800
Length:
W. L. (B. P.): 226′ O. A.:
Beam: 37′
Drafts:
Loaded: 15′ Light:
Speed:
Normal cruising: 9 Max.: 10

Constructed: 1916 Norway
Propulsion:
Machinery: Reciprocating
Screws: 1 N. H. P.: 97
R. P. M.: @ Knots:
Fuel: Coal Capacity:
Radius

Potential naval value: AK.
Remarks: Former Norwegian ship now believed to be under operation of Japanese.

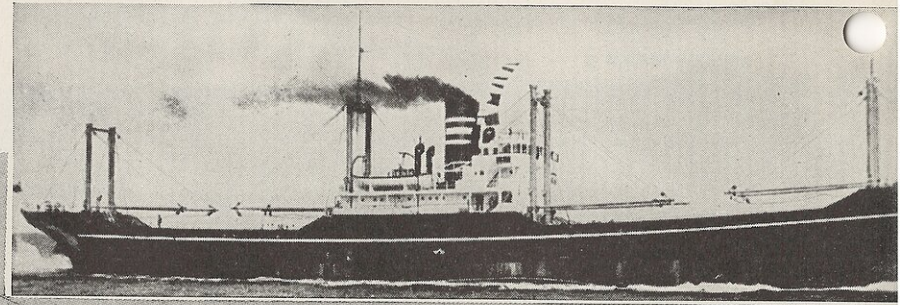


SEIWA MARU

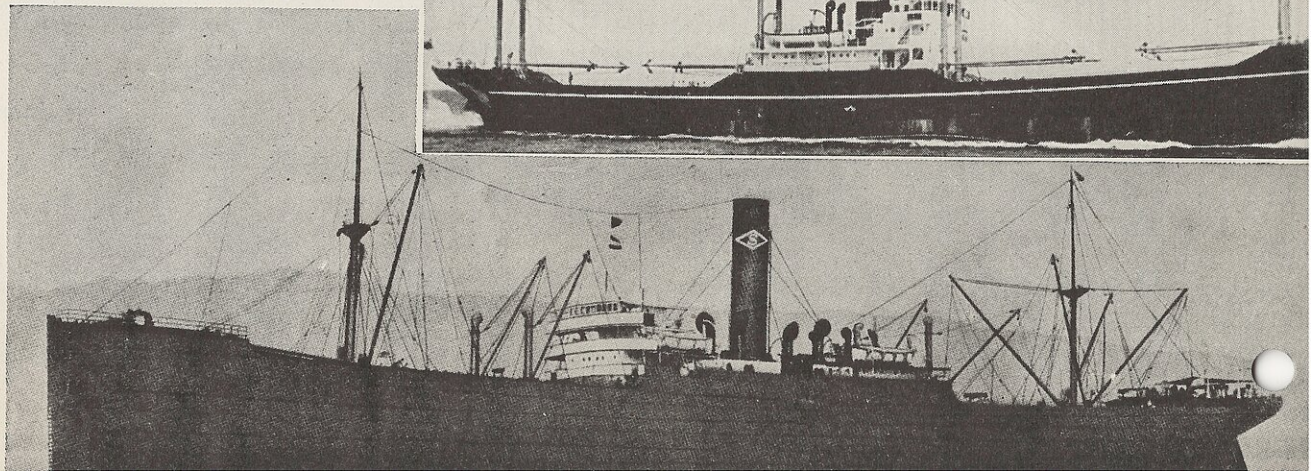
Tonnages:
Gross: 7,210 D. W.: 10,960
Length:
W. L. (B. P.): 470′ O. A.:
Beam: 58′
Drafts:
Loaded: 27′ Light: 9′
Speed:
Normal cruising: 11 Max.: 12½
Potential naval value: AP, AK. Remarks:

Constructed: 1914 Great Britain
Propulsion:
Machinery: Reciprocating
Screws: 1; N. H. P.: 648
R. P. M.: @ Knots:
Fuel: Oil Capacity: 1,050
Radius: 11,000 miles at 11 knots

TAIMEI MARU ▶

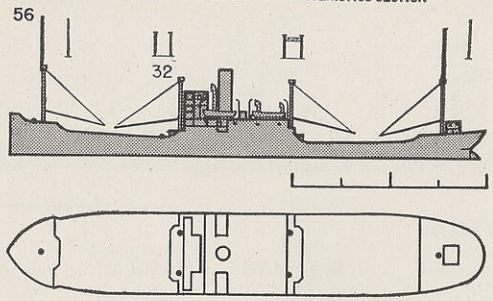


SEIWA MARU ▼



ONI 208-J RESTRICTED

DIVISION OF NAVAL INTELLIGENCE—IDENTIFICATION AND CHARACTERISTICS SECTION



DAIGEN MARU

A

KANDA MARU, MEISEI MARU, SUMIDA MARU, SYOKA MARU, SYOWA MARU, TAIZIN MARU, TOYO MARU #8

Tonnages:
Gross: 1,893– 2,221 D. W.: 3,090–807

Length:
W. L. (B. P.): 251′ O. A. : 251′

Beam: 44′

Drafts:
Loaded: 21′ Light: 10′

Speed:
Normal cruising: 9 Max.: 10

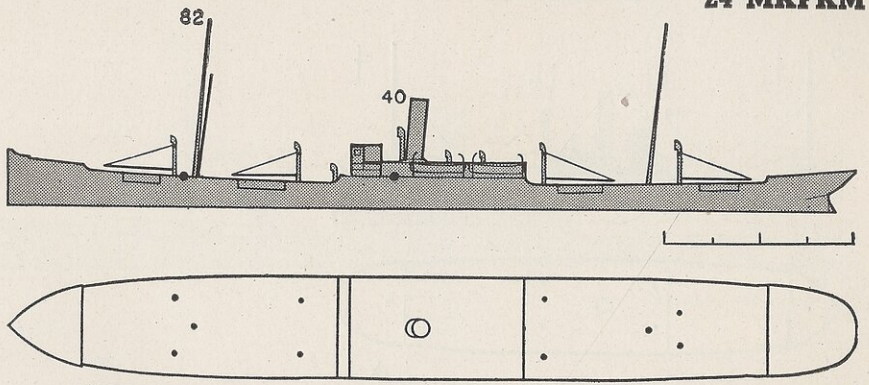
Constructed:
1917–20 United States

Propulsion:
Machinery: Reciprocating
Screws: 1 N. H. P.: 267
R. P. M.: @ Knots:
Fuel: Coal Capacity: 350 tons
Radius: 7,000 miles at 9 knots.

Potential naval value: AP, AK
Remarks: "Lake" type vessels built on the Great Lakes in U. S. Yards during and following World War I.

SYOWA MARU ▼

24 MKFKM



RYUZIN MARU
SYUNSYO MARU

C

Tonnages:
Gross: 6,169–6,243 D. W.: 9,350

Length:
W. L. (B. P.): 431′ O. A.:

Beam: 54′

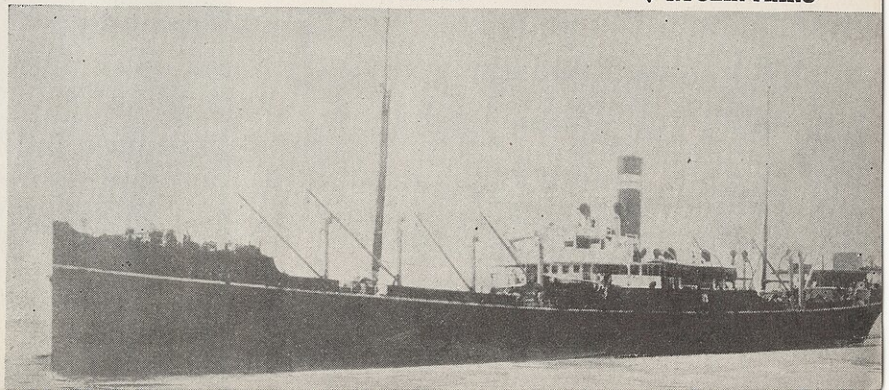
Drafts:
Loaded: 27′ 3″ Light: 10′

Speed:
Normal cruising: 10 Max: 12½

Constructed:
1907 Great Britain

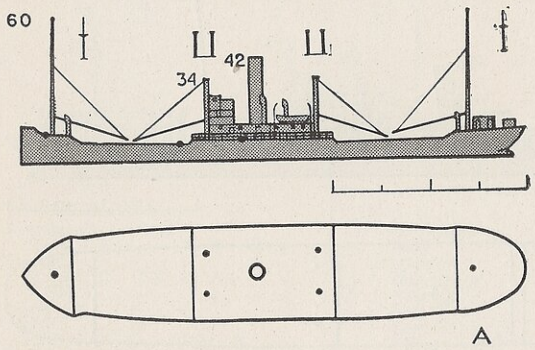
Propulsion:
Machinery: Reciprocating
Screws: 1 N. H. P.: 760
R. P. M.: @ Knots:
Fuel: Coal Capacity: 1,440 tons
Radius: 9,600 miles at 10 knots.

Potential naval value: AK
Remarks:



▼ RYUZIN MARU

24 MKFKM 24 KMFKM



KORYU MARU
TENTYO MARU, TYOYO MARU, TOYO MARU #5

Tonnages:
Gross: 2,193–2608 D. W.: 3,400–4,186

Length:
W. L. (B. P.): 251′ O. A.: 261′

Beam: 44′

Drafts:
Loaded: 20′ Light: 8′

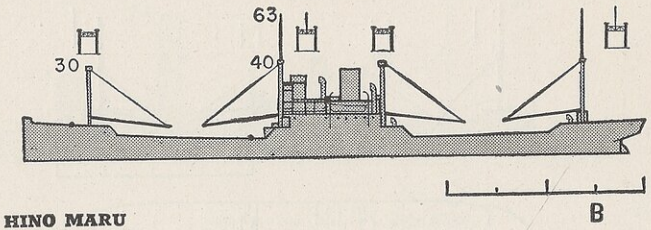
Speed:
Normal cruising: 8½ Max.: 10

Constructed:
1918–19 Canada

Propulsion:
Machinery: Reciprocating
Screws: 1 N. H. P.: 175
R. P. M.: @ Knots:
Fuel: Coal Capacity: 506
Radius: 4,800 miles at 8½ knots.

Potential naval value: AK.

Remarks: "Lake" type vessels built on Great Lakes in Canadian Yards during and following World War I.



HINO MARU

Tonnages:
Gross: 2,666 D. W.: 4,291

Length:
W. L. (B. P.): 315′ OA:

Beam: 46′

Drafts:
Loaded: 20′ 6″ Light: 7′ 6″

Speed:
Normal cruising: 10 Max.: 12

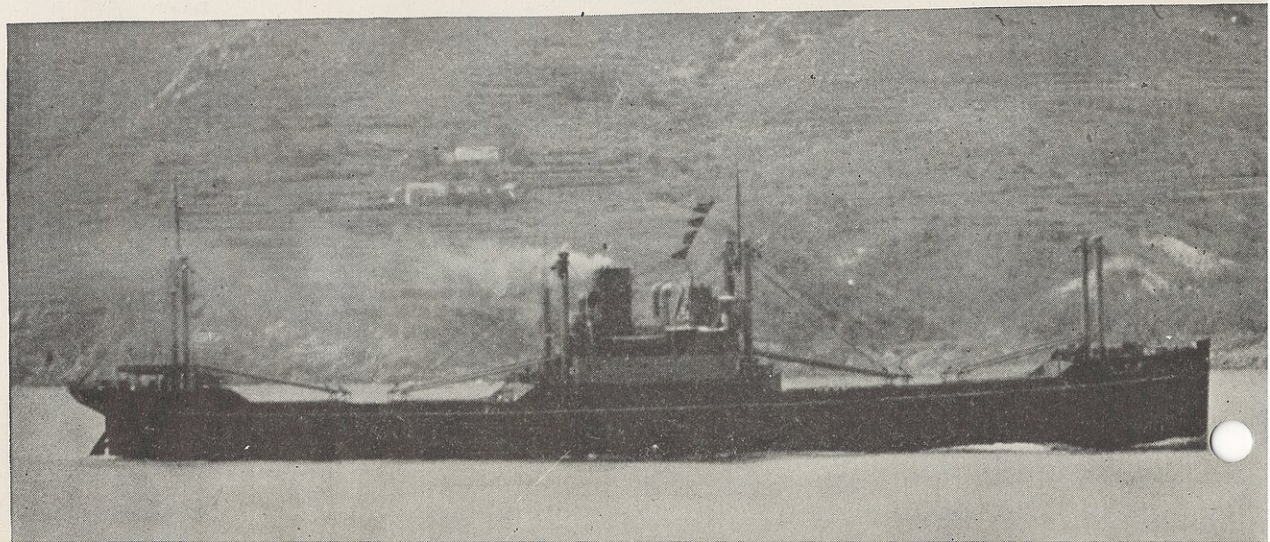
Potential naval value: AP, AK.

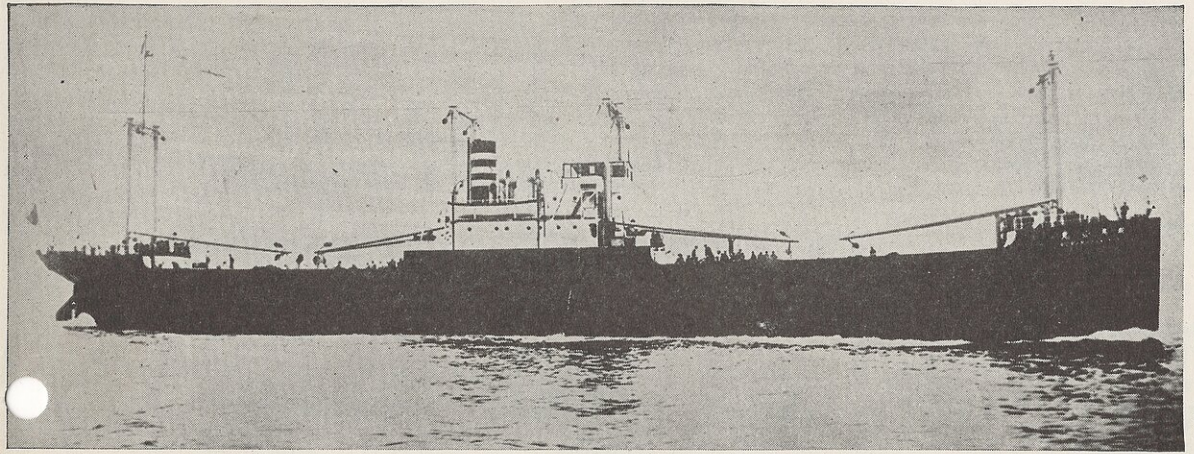
Remarks:

Constructed:
1929 Japan

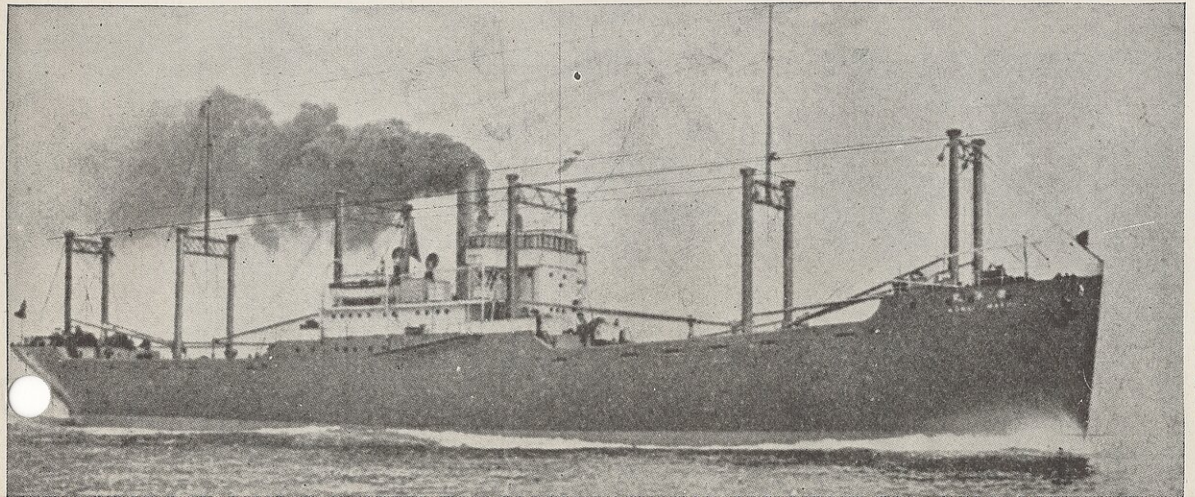
Propulsion:
Machinery: Diesel
Screws: 1 N. H. P.: 388
R. P. M.: @ Knots:
Fuel: Oil Capacity: 268
Radius: 12,700 miles at 10 knots.

HINO MARU ▼

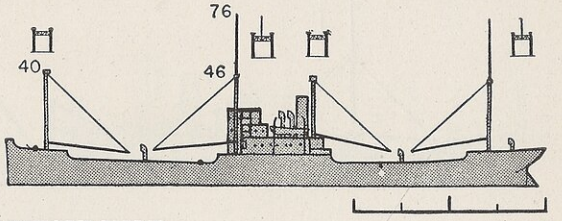




▲ KURAMASAN MARU



▼ KONEI MARU

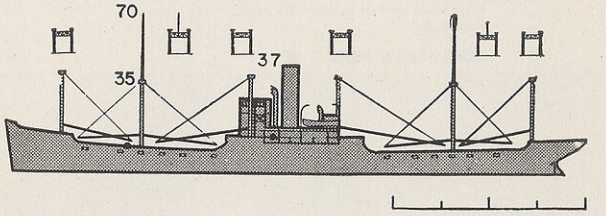


A

KURAMASAN MARU

Tonnages:
Gross: 1,996 D. W.: 3,211
Length:
W. L. (B. P.): 275' O. A.: 287'
Beam: 41'
Drafts:
Loaded: 18' Light: 6' 6"
Speed:
Normal cruising: 10 Max.: 11½
Potential naval value: AP, AK.
Remarks:

Constructed:
1927 Japan
Propulsion:
Machinery: Diesel
Screws: 1 N. H. P.: 224
R. P. M.: @ Knots:
Fuel: Oil Capacity: 22€ tons
Radius: 14,000 miles at 10 knots



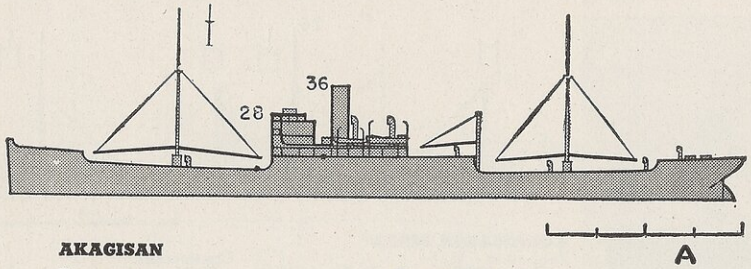
B

KONEI MARU

Tonnages:
Gross: 2,345 D. W.: 3,498
Length:
W. L. (B. P.): 291' O. A.:
Beam: 42'
Drafts:
Loaded: 18' 10" Light: 6' 8"
Speed:
Normal cruising: 10½ Max.: 13
Potential naval value: AK.
Remarks:

Constructed:
1930 Japan
Propulsion:
Machinery: Reciprocating
Screws: 1 N. H. P.: 169
R. P. M.: @ Knots:
Fuel: Coal Capacity: 346 tons
Radius: 5,000 miles at 10½ knots

24A MFM — 24A MFKM

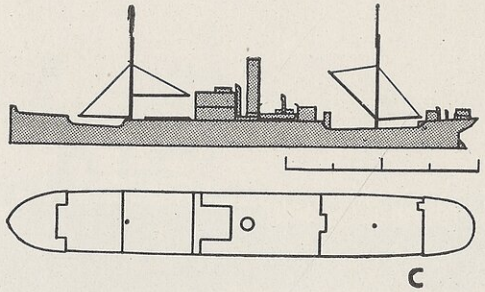


AKAGISAN

Tonnages: Gross: 4,634 D. W.: 7,012
Length: W. L. (B. P.): 375' O. A.: 389'
Beam: 50'
Drafts: Loaded: 24' Light: 8' 6"
Speed: Normal cruising: 10½ Max.: 12
Potential naval value: AP, AK.
Remarks:

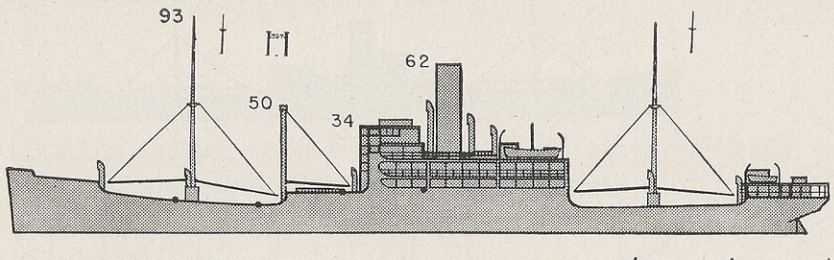
Constructed: 1924 Japan
Propulsion: Machinery: Diesel
Screws: 1 N. H. P.: 489 B. H. P.: 1,800
R. P. M.: 80 @ Knots: 12½
Fuel: Oil Capacity: 716 tons
Radius: 22,000 miles at 10½ knots

AKAGISAN MARU ▼



DAITO MARU

Tonnages: Gross: 1,233 D. W.: 1,909
Length: W. L. (B. P.): 228' O. A.:
Beam: 33'
Drafts: Loaded: 16' 7" Light: 5' 6"
Speed: Normal cruising: 8 Max.: 10
Constructed: 1918 Japan
Propulsion: Machinery: Reciprocating
Screws: 1 N. H. P.: 102
R. P. M.: @ Knots:
Fuel: Coal Capacity: 186 tons
Radius: 2,500 miles at 8 knots
Potential naval value: AK.
Remarks:

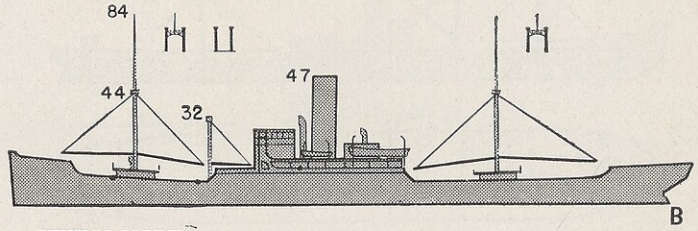


NAGOYA MARU
ZYOHORE (ex Johore) MARU

Tonnages:
Gross: 6,072–182 D. W.: 8,657–772
Length:
W. L. (B. P.): 407–12 O. A.:
Beam: 56'
Drafts:
Loaded: 26' Light: 9'
Speed:
Normal cruising: 12 Max.: 13½

Potential naval value: AP, AK, AS.
Remarks:

Constructed:
1932 Japan
Propulsion:
Machinery: Reciprocating with LP Turbine
Screws: 1 I. H. P.: 3,800
R. P. M.: 75 @ Knots: 12
Fuel: Coal Capacity: 1,750
Radius: 12,000 miles at 12 knots



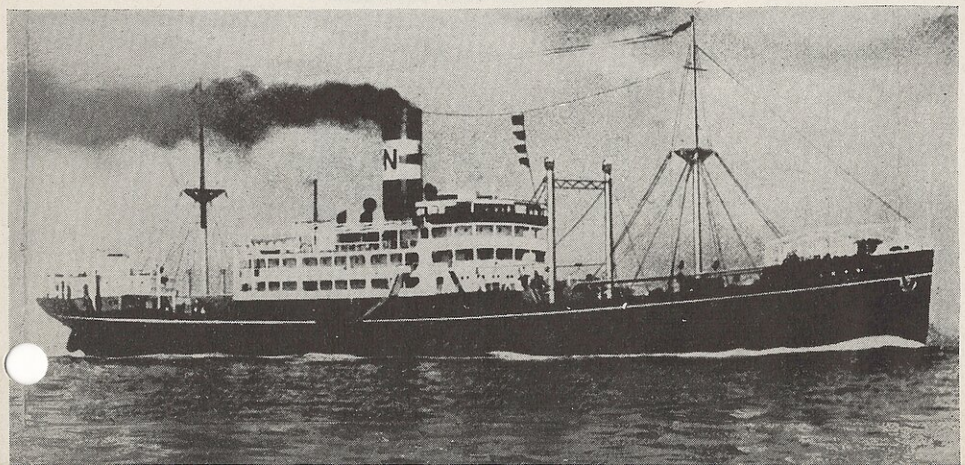
GENKAI MARU

Tonnages:
Gross: 3,851 D. W.: 5,436
Length:
W. L. (B. P.): 340' O. A.:
Beam: 48'
Drafts:
Loaded: 22' Light: 10'
Speed:
Normal cruising: 11½ Max.: 14

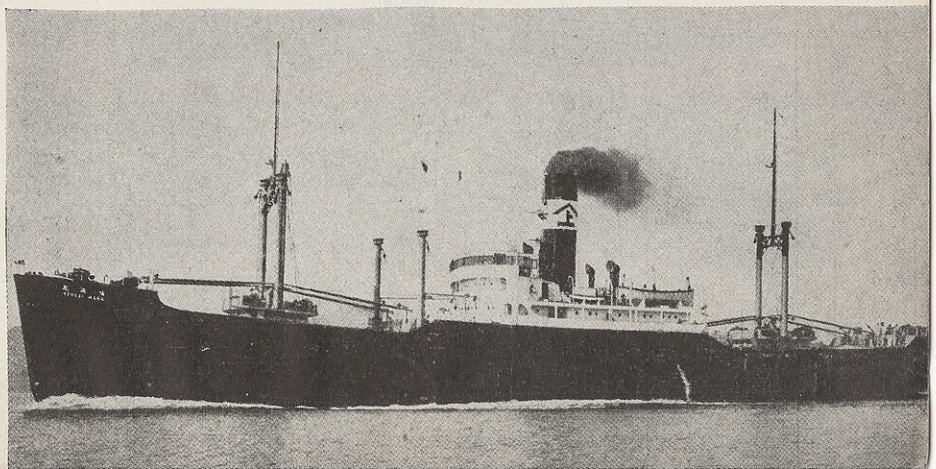
Potential naval value: AP, AK.
Remarks:

Constructed:
1939 Japan
Propulsion:
Machinery: Reciprocating with exhaust turbine
Screws: 1 N. H. P.: 232
R. P. M.: @ Knots:
Fuel: Coal Capacity: 575 tons
Radius: 6,000 miles at 12 knots

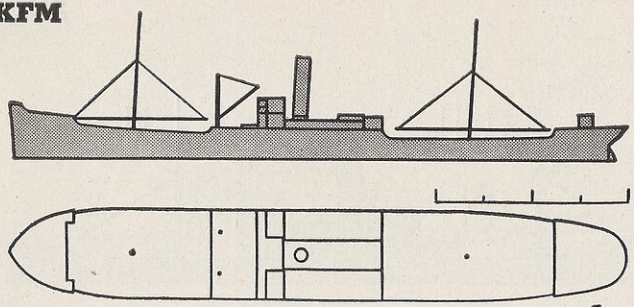
ZYOHORE MARU ▼



GENKAI MARU ▼

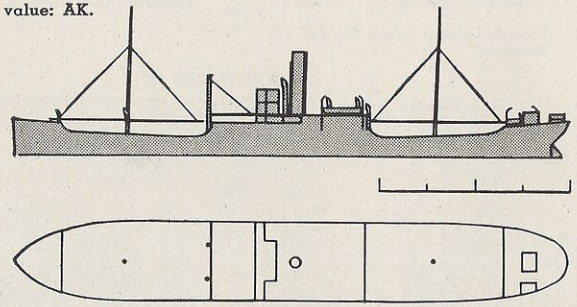


24A MKFM



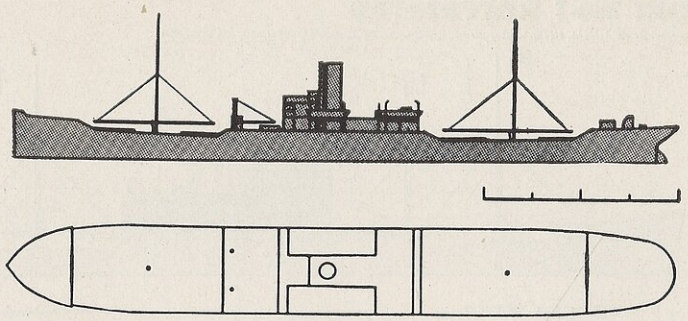
TAKUSAN MARU

Tonnages: Gross: 2,753 D. W.: 4,670
Length: W. L. (B. P.): 314′ O. A.:
Beam: 46′
Drafts: Loaded: 19′ 8″ Light: 6′ 6″
Speed: Normal cruising: 9 Max: 10
Constructed: 1905 Great Britain
Propulsion: Machinery: Reciprocating
Screws: 1 N.H.P.: 257
R. P. M.: @ Knots:
Fuel: Coal Capacity: 524 tons
Radius: 5,200 miles at 9 knots.
Potential naval value: AK.
Remarks:



NISSYO MARU

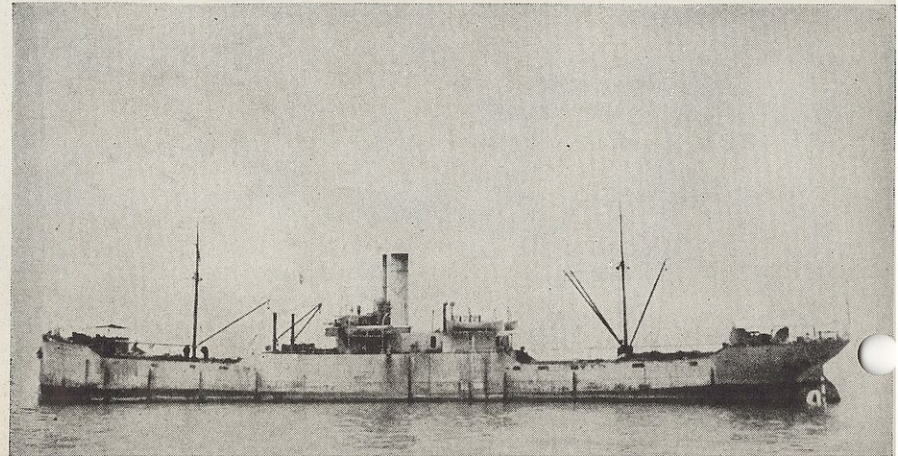
Tonnages: Gross: 2,827 D. W.: 4,883
Length: W. L. (B. P.): 281′ O. A.:
Beam: 44′
Drafts: Loaded: 24′ 1″ Light: 7′ 8″
Speed: Normal cruising: 8½ Max.: 10½
Constructed: 1919 United States
Propulsion: Machinery: Reciprocating
Screws: 1 N.H.P.: 356
R. P. M.: @ Knots:
Fuel: Coal Capacity: 561 tons
Radius: 5,900 miles at 8½ knots.
Potential naval value: AK. Remarks



BANSEI MARU
KENZYO MARU, TURUGISAN MARU

Tonnages: Gross: 3,120 D. W.: 5,150–5,414
Length: W. L. (B. P.): O. A.:
Beam: 47′
Drafts: Loaded: 20′ 7″ Light: 7′
Speed: Normal cruising: 8½ Max.: 9½
Constructed: 1900–05 Great Britain.
Propulsion: Machinery: Reciprocating
Screws: 1 N. H. P.: 267
R. P. M.: @ Knots:
Fuel: Coal Capacity: 637 tons
Radius: 6,000 miles at 8½ knots.
Potential naval value: AK.
Remarks:

Photo sister PAN. COCKEREL ▼



24A MKFMK

KEISYO MARU

Tonnages:
Gross: 5,879 D. W.: 9,119

Length:
W. L. (B. P.): 417′ O. A.:

Beam: 56′

Drafts:
Loaded: 25′ Light: 8′

Speed:
Normal cruising: 12½ Max: 15

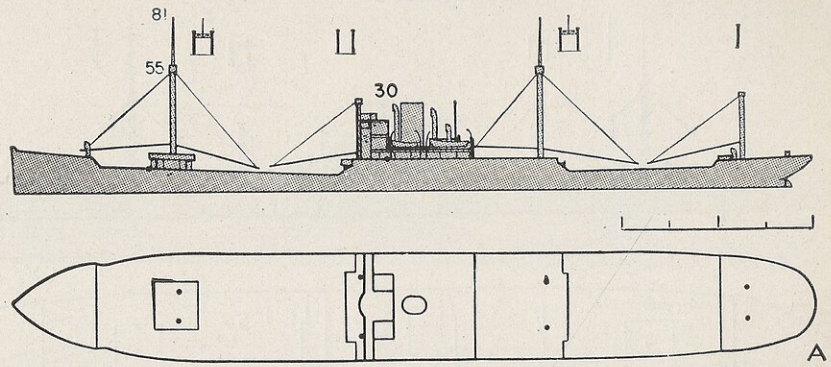
Potential naval value: AK or tender.

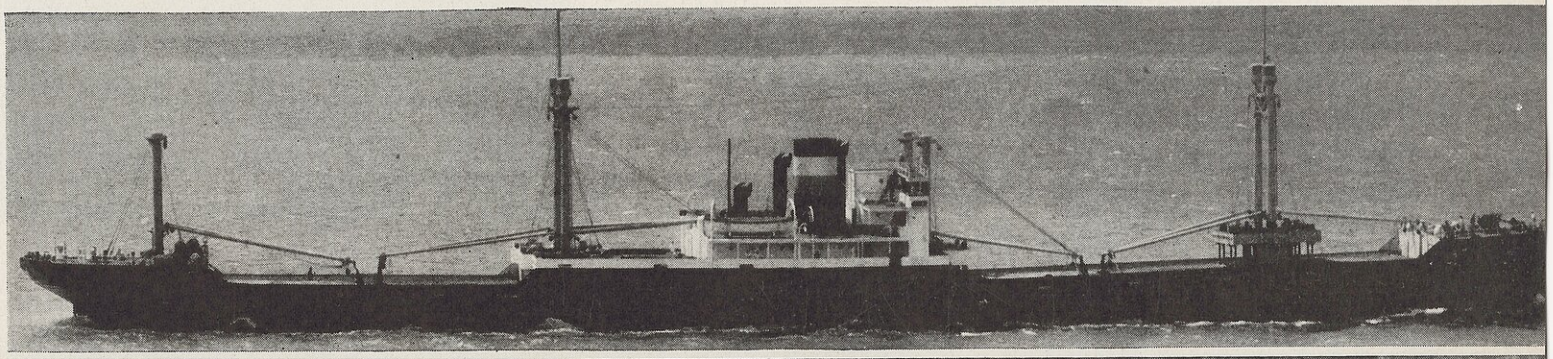
Remarks:

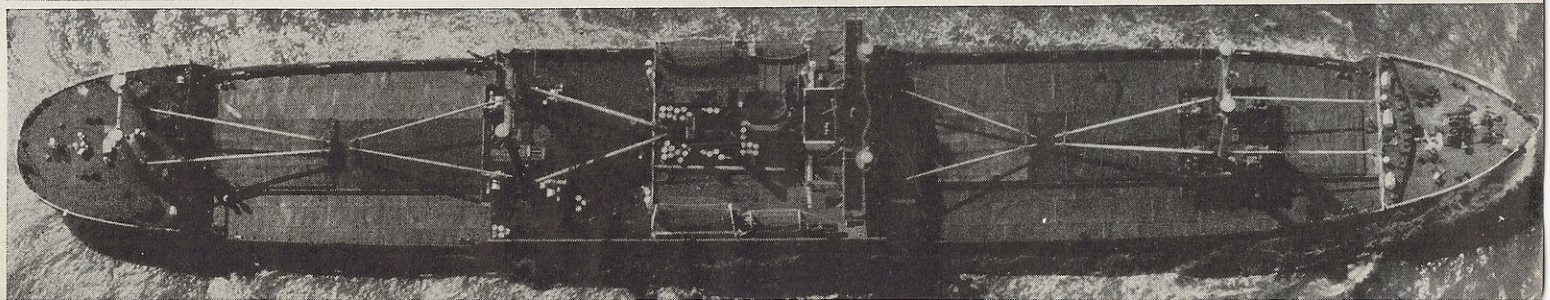
Constructed:
1929 Japan

Propulsion:
Machinery: Diesel
Screws: 1 N. H. P.: 1,170
R. P. M.: @ Knots:
Fuel: Oil Capacity: 2,300 tons including deep tanks

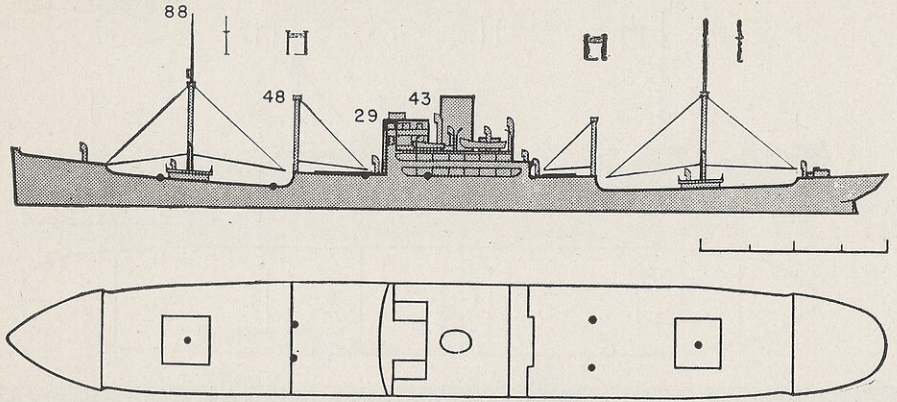
Radius: 50,000 miles at 12½ knots







24A MKFMK **24A MKFKM**

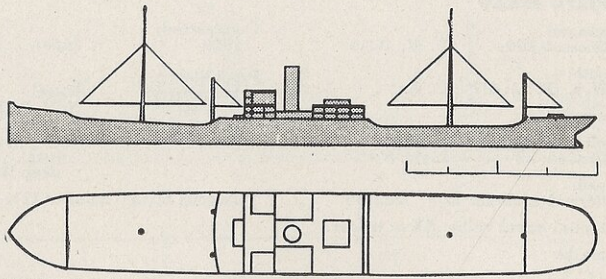


A

AKIURA MARU
HUZIKAWA MARU, KAZUURA MARU, KINUGAWA MARU, KUMAGAWA MARU (ex NITIYO MARU), MOGAMIGAWA MARU (ex GETUYO MARU), SINANOGAWA MARU (ex UYO MARU), TENYO MARU

Tonnages:
Gross: 6,804–7,508 D. W.: 10,067–157
Length:
W. L. (B. P.): 436′ O. A.:
Beam: 59′
Drafts:
Loaded: 26′ Light: 9′
Speed:
Normal cruising: 13½ Max.: 16
Constructed:
1933–38 Japan
Propulsion:
Machinery: Diesel
Screws: 1 N. H. P.: 840
R. P. M.: 120 @ Knots: 13½
Fuel: Oil Capacity: 2,400 tons
Radius: Approximately 50,000 miles at 13½ knots.

Potential naval value: AP, AK, AV.
Remarks: Capable of mounting six 5″ or 6″ guns. After kingposts more widely separated than forward pair.



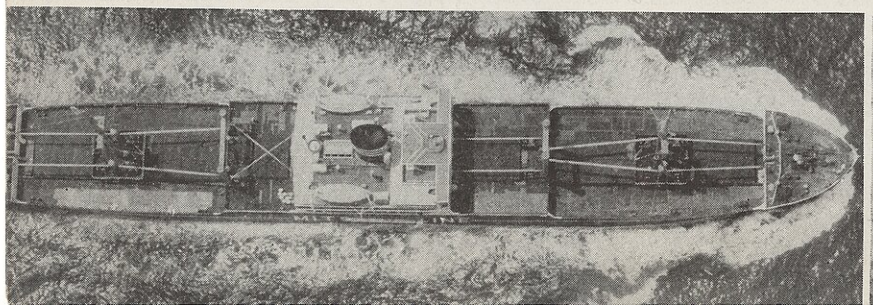
C

KOREI MARU

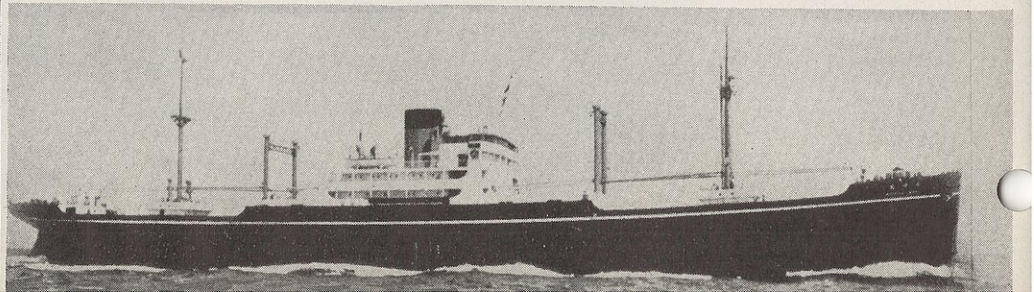
Tonnages:
Gross: 2,487 D. W.: 4,080
Length:
W. L. (B. P.): 305′ O. A.:
Beam: 45′
Drafts:
Loaded: 19′ 2″ Light: 6′ 11″
Speed:
Normal cruising: 8½ Max.: 10
Constructed:
1904 Great Britain
Propulsion:
Machinery: Reciprocating
Screws: 1 N. H. P.: 250
R. P. M.: @ Knots:
Fuel: Coal Capacity: 623 tons
Radius: 6,300 miles at 8½ knots.

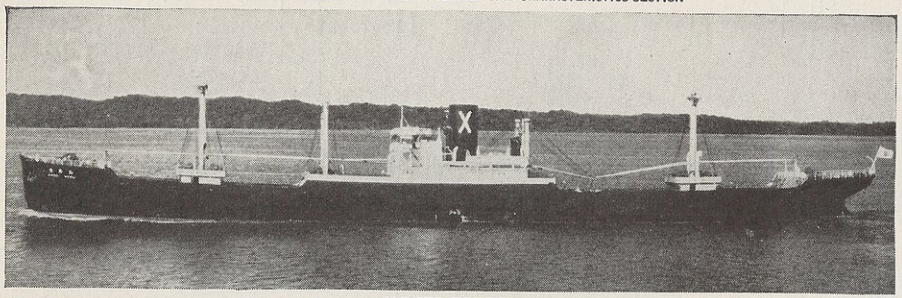
Potential naval value: AK.
Remarks:

MOGAMIGAWA MARU ▼

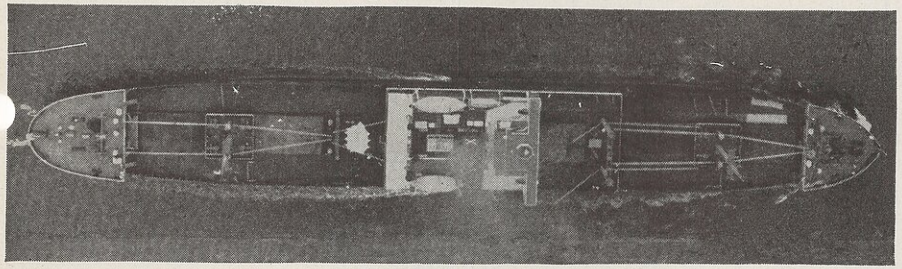


KUMAGAWA MARU ▼

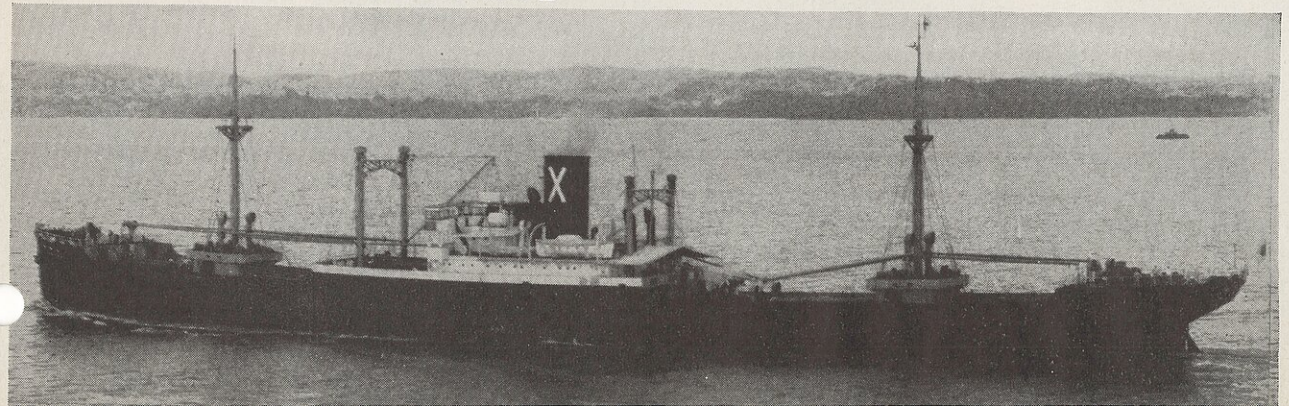


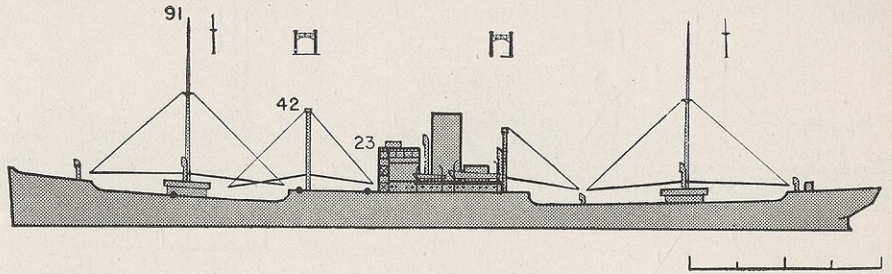


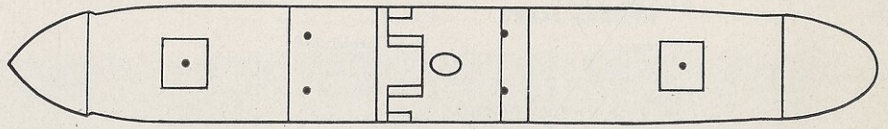
▲ KOSEI MARU



▼ KORYU MARU ▲





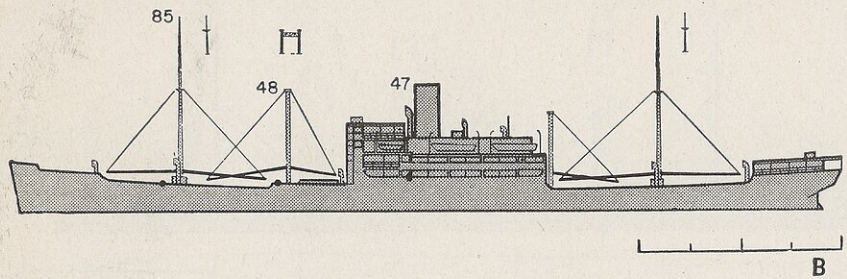


KOEI MARU
KORYU MARU, KOSEI MARU, KOTOKU MARU, KOZUI MARU

Tonnages:	
Gross: 6,667–7,072	D. W.: 10,003–190
Length:	
W. L. (B. P.): 436′	O. A.: 454′
Beam: 59′	
Drafts:	
Loaded: 26′	Light: 13′
Speed:	
Normal cruising: 13	Max.: 16
Constructed:	
1931–37	Japan
Propulsion:	
Machinery:	Diesel
Screws: 1	N. H. P.: 839
R. P. M.: 115	@ Knots: 13
R. P. M.: 127	@ Knots: 16
Fuel: Oil	Capacity 2,600 tons including deep tanks
Radius: Approximately 50,000 miles at 13 knots.	

Potential naval value: AP, AK, AV.
Remarks: Capable of mounting six 5″ or 6″ guns. Six watertight bulkheads. KOZUI—Believed to be carrying oil in bulk

24A MKFKM

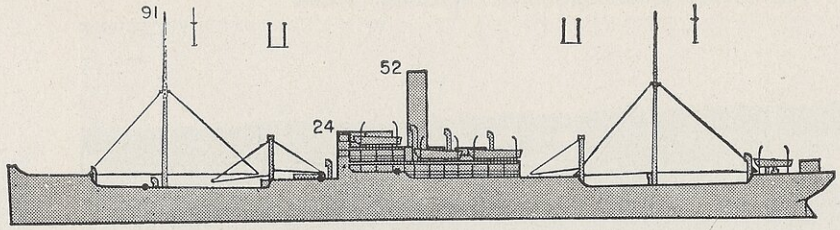


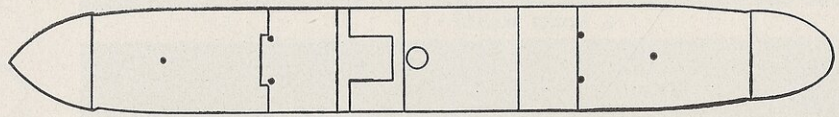
B

NISSYO MARU
NITIRAN MARU

Tonnages:
Gross: 6,510–27 D.W.: 8,820
Length:
W. L. (B. P.): 420′ O. A.:
Beam: 57′
Drafts:
Loaded: 27′ Light: 10′ 6″
Speed:
Normal cruising: 14 Max: 17
Potential naval value: AP, AK
Remarks:

Constructed.
1938–39 Japan
Propulsion:
Machinery: Steam Turbines
Screws: 1 N. H. P.: 750
R. P. M.: @ Knots:
Fuel: Oil Capacity: 1,716 tons
Radius: 11,700 miles at 14 knots.





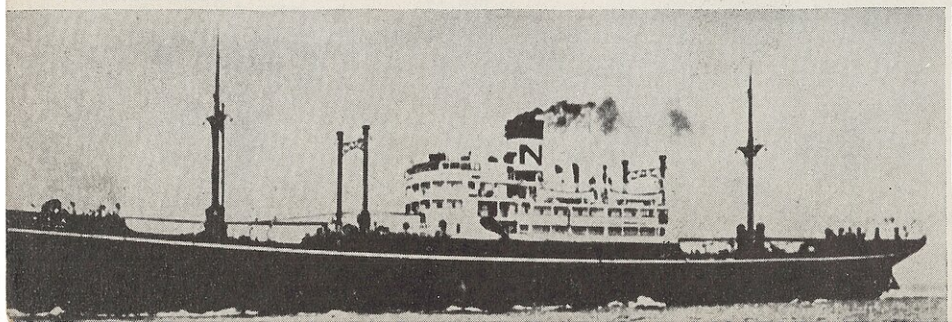
B

SEATTLE MARU
TACOMA MARU

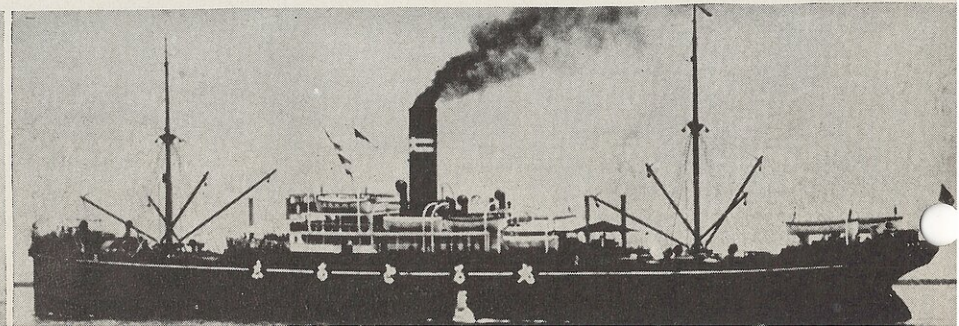
Tonnages:
Gross: 5,773 D.W.: 7,600–700
Length:
W. L. (B.P.): 420′ O. A.:
Beam: 50′
Drafts:
Loaded: 26′ Light:
Speed:
Normal cruising: 11 Max: 13½
Potential naval value: SEATTLE MARU declared AH, TACOMA MARU operating as AP.
Remarks: Kingposts on TACOMA MARU have been shortened and may be difficult to discern.

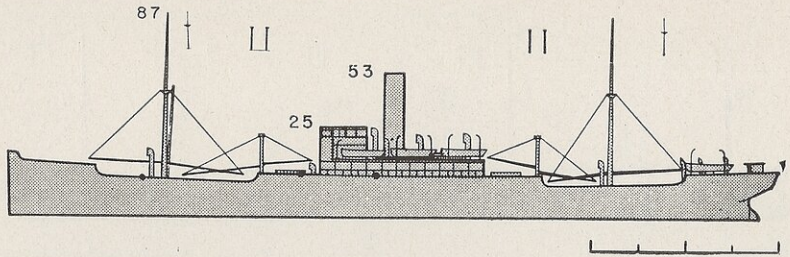
Constructed:
1909 Japan
Propulsion:
Machinery: Reciprocating
Screws: 2 H. P.:
R. P. M.: @ Knots:
Fuel: Coal Capacity: 1,200 tons.
Radius: Approximately 8,000 miles at 11 knots

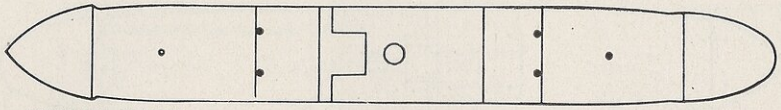
▼ NITIRAN MARU



▼ SEATTLE MARU







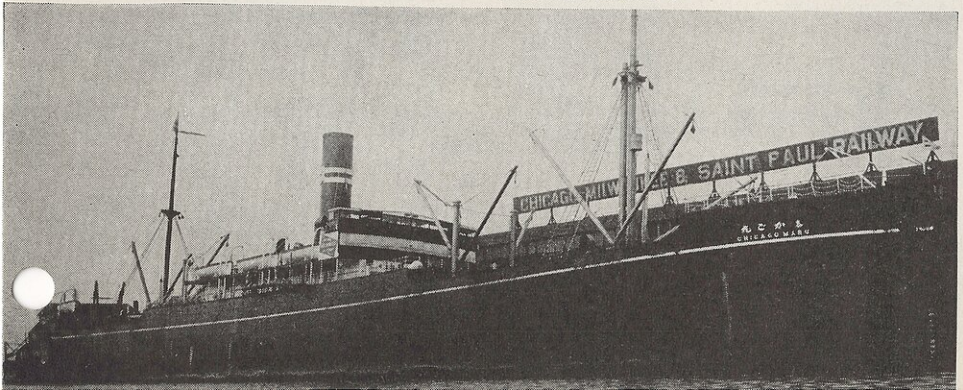
A

CHICAGO MARU
MEXICO MARU

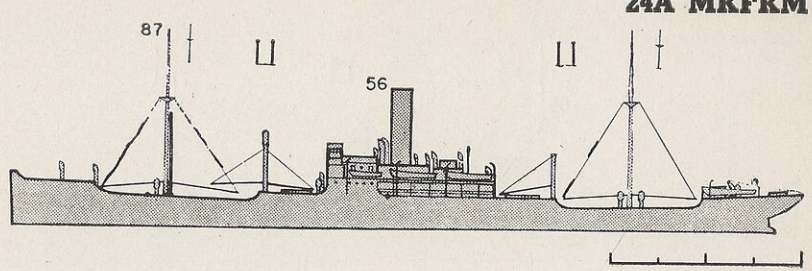
Tonnages:
Gross: 5,785–5,800 D. W.: 7,700–7,860
Length:
W. L. (B. P.): 405' O. A.:
Beam: 51'
Drafts:
Loaded: 25½ Light: 10
Speed:
Normal cruising: 11 Max.: 14½
Constructed:
1910 Japan
Propulsion:
Machinery: Reciprocating
Screws: 2 H. P.:
R. P. M.: @ Knots:
Fuel: Coal Capacity: 2,200 tons
Radius: 13,000 miles at 11 knots.

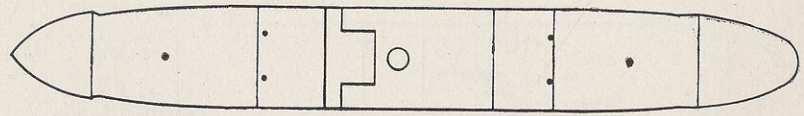
Potential naval value: AP, AK, CHICAGO MARU reported, operating as an AP.
Remarks:

CHICAGO MARU ▼



24A MKFKM





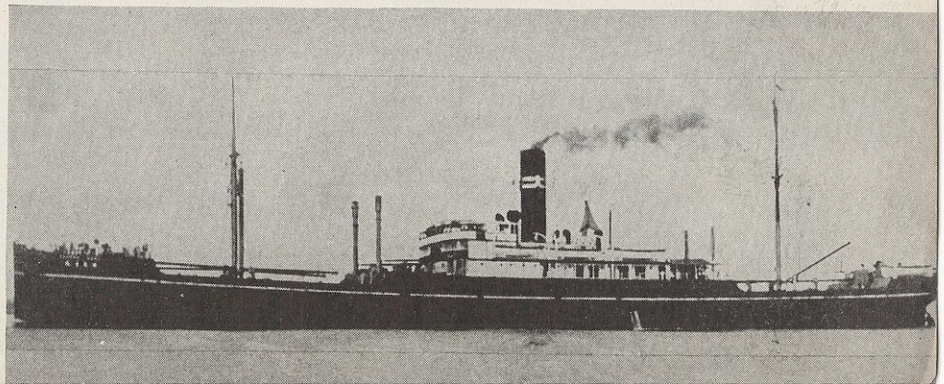
A

PANAMA MARU
TAMON MARU #5

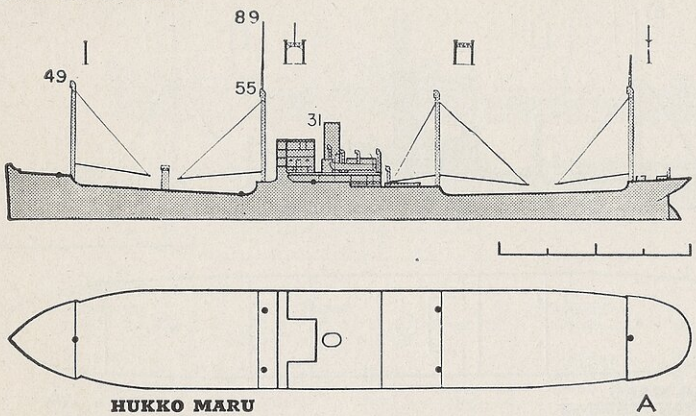
Tonnages:
Gross: 5,261–5,287 D. W.: 7,727–7,790
Length:
W. L. (B. P.): 400' O. A.:
Beam: 51'
Drafts:
Loaded: 26' Light: 1' 01"
Speed:
Normal cruising: 11 Max.: 12½
Constructed:
1910–11 Japan
Propulsion:
Machinery: Reciprocating
Screws: 2 H. P.:
R. P. M.: @ Knots:
Fuel: Coal Capacity: 2,400 tons
Radius: 22,600 miles at 11 knots.

Potential naval value: AP, AK, PANAMA MARU reported, operating as AP.
Remarks:

PANAMA MARU ▼



24A KMFKM



HUKKO MARU

Tonnages:
Gross: 3,834 D. W.: 6,042

Length:
W. L. (B. P.): O. A.: 351′

Beam: 50′

Drafts:
Loaded: 22′ 5″ Light: 7′ 3″

Speed:
Normal cruising: 9½ Max.: 11

Potential naval value: AK.

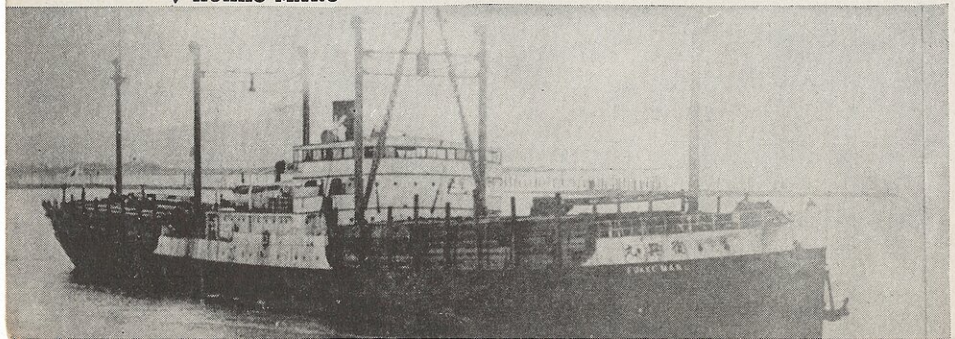
Remarks:

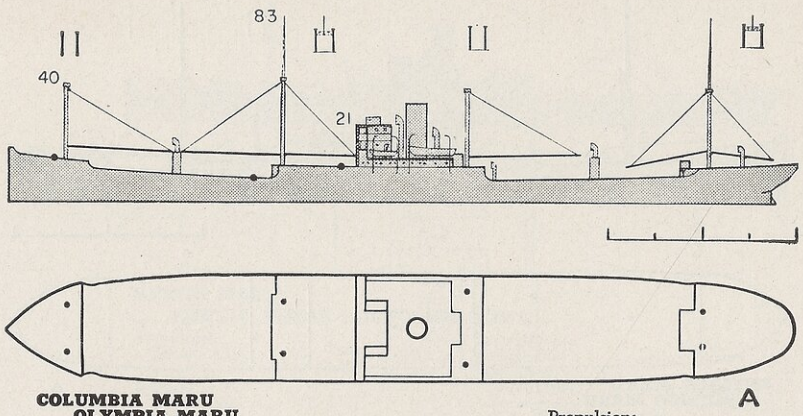
Constructed:
1924 Japan

Propulsion:
Machinery: Diesel
Screws: 2 N. H. P.: 478
R. P. M.: @ Knots:
Fuel: Oil Capacity: 1,554 tons

Radius: 54,500 miles at 9½ knots.

▼ HUKKO MARU





COLUMBIA MARU
OLYMPIA MARU
SYUNTEN MARU

Tonnages:
Gross: 5,615–23 D. W.: 9,106–354

Length:
W. L. (B. P.): O. A.: 405′

Beam: 55′

Drafts:
Loaded: 25′ 6″ Light: 8′

Speed:
Normal cruising: 10½ Max.: 13

Constructed:
1927–8 Japan

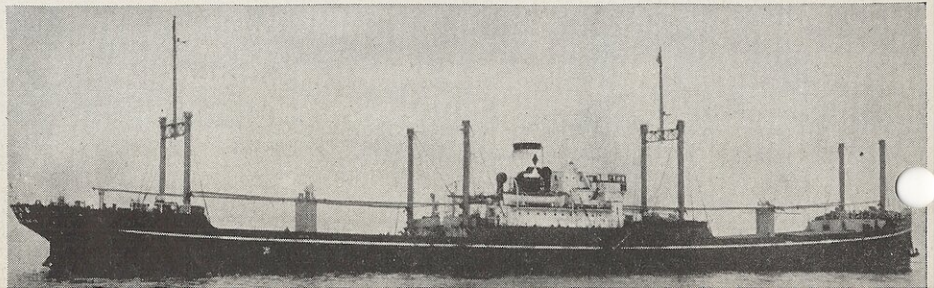
Potential naval value: AP, AK.

Remarks: Designed as a lumber carrier and can handle long and heavy lift cargo. SYUNTEN—Believed to be carrying oil in bulk.

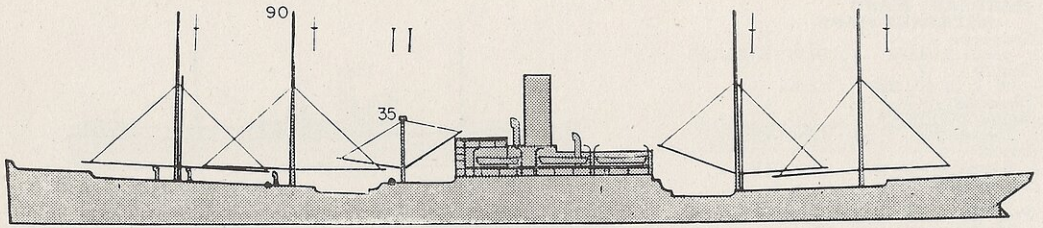
Propulsion:
Machinery: Diesel
Screws: 1 N. H. P.: 582
B. H. P.: 2,350
R. P. M.: @ Knots:
Fuel: Oil Capacity: 1,788 tons including deep tanks.

Radius: Approximately 40,000 miles at 10½ knots.

OLYMPIA MARU ▼



24A MMKFMM **24A MKFKM**



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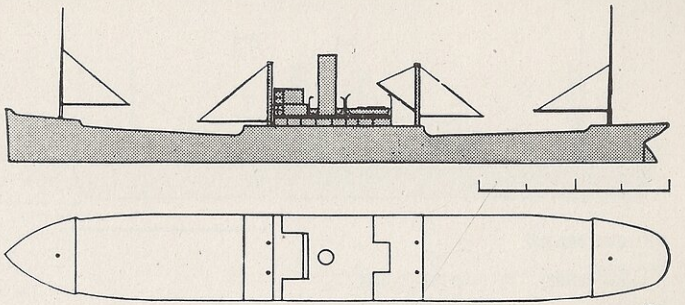


C

DON JOSE

Tonnages:
Gross: 10,893 D. W.: 14,450

Length:
W. L. (B. P.): 524′ O. A.:

Beam: 66′

Drafts:
Loaded: 30′ Light:

Speed:
Normal cruising: 11 Max.: 13

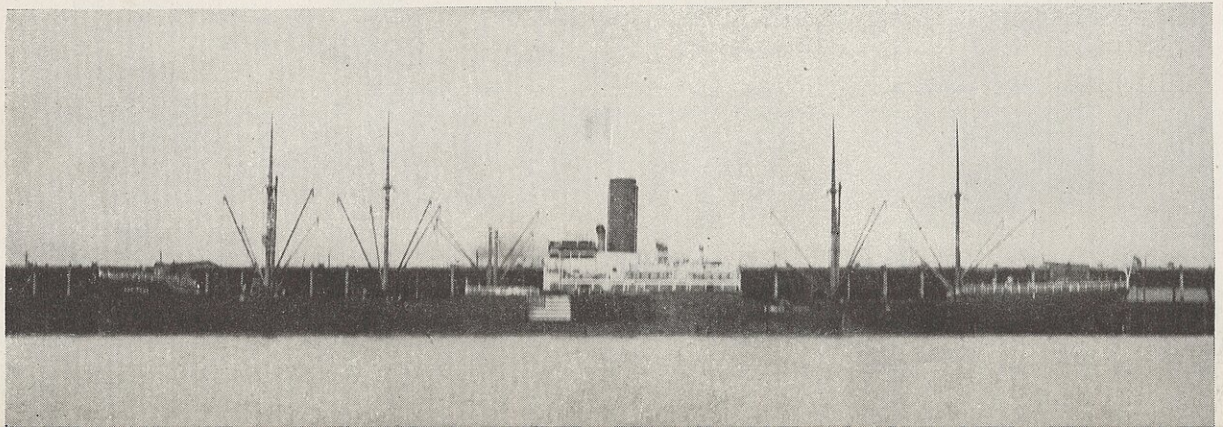
Potential naval value: AK, AP

Remarks:

Constructed:
1920 Germany

Propulsion:
Machinery: Reciprocating
Screws: 2 H. P.:
R. P. M.: @ Knots:
Fuel: Oil Capacity
Radius:

DON JOSE ▼



MIKAGE MARU #3

Tonnages:
Gross: 3,111 D. W.:

Length:
W. L. (B. P.): 331′ O. A.:

Beam: 47′

Drafts:
Loaded 21′ 3″ Light: 7′ 7″

Speed:
Normal cruising: 10 Max.: 11

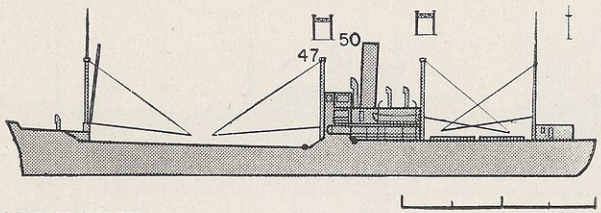
Constructed:
1928 Japan

Propulsion:
Machinery: Reciprocating
Screws: 1 N. H. P.: 241
R. P. M.: @ Knots:
Fuel: Coal Capacity: 642 tons
Radius: 6,700 miles at 10 knots.

Potential naval value: AK

Remarks:

25 MKFKM 25 MKFM 25 MFM

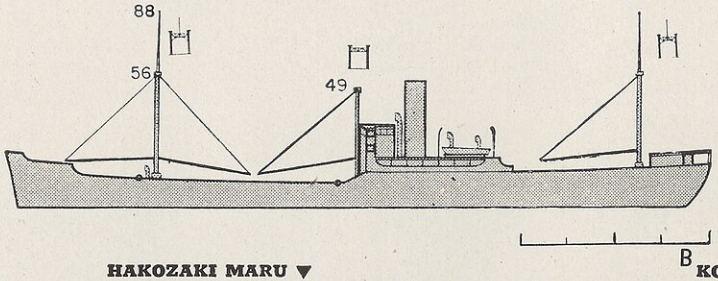


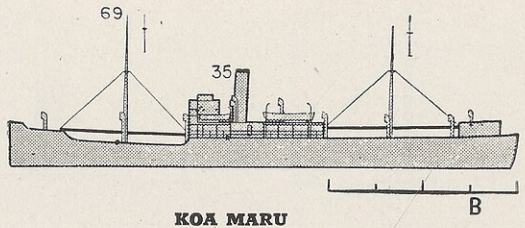
SANSEI MARU

Tonnages:
Gross: 2,386 D. W.: 3,405
Length:
W. L. (B. P.): 285′ O. A.:
Beam: 43′
Drafts:
Loaded: 19′ 6″ Light: 6′ 10″
Speed:
Normal cruising: 11 Max.: 12½
Constructed:
1936 Japan
Propulsion:
Machinery: Steam Turbines
Screws: 1 N. H. P.: 400
R. P. M.: @ Knots:
Fuel: Coal Capacity: 440 tons
Radius: 6,000 miles at 11 knots.
Potential naval value: AK.
Remarks:

HAKOZAKI MARU
MIYAZAKI MARU

Tonnages:
Gross: 3,944–9 D. W.: 5,100–256
Length:
W. L. (B. P.): 353′ O. A.:
Beam: 49′
Drafts:
Loaded: 22′ Light: 9′
Speed:
Normal cruising: 11 Max: 12½.
Constructed:
1939 Japan
Propulsion:
Machinery: Reciprocating (MIYAZAKI—steam turbines)
Screws: 1 N. H. P.:
R. P. M.: @ Knots:
Fuel: Coal Capacity: 431 tons
Radius: 3,600 miles at 11 knots.
Potential naval value: AP, AK.
Remarks:

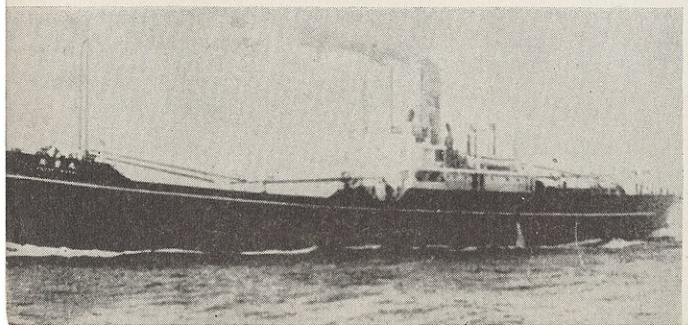




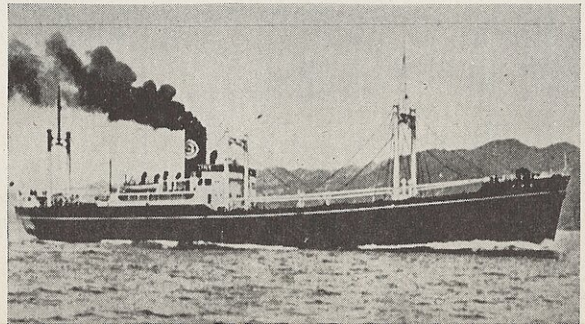
KOA MARU

Tonnages:
Gross: 2,024 D. W.: 2,572
Length:
W. L. (B. P.): 266′ O. A.:
Beam: 40′
Drafts:
Loaded: 19′ 6″ Light:
Speed:
Normal cruising: 10½ Max.: 12
Constructed:
1932 Great Britain
Propulsion:
Machinery: Reciprocating
Screws: 1 H. P.:
R. P. M.: @ Knots:
Fuel: Oil Capacity: 262 tons
Radius: 3,800 miles at 10½ knots.
Potential naval value: AK.
Remarks:

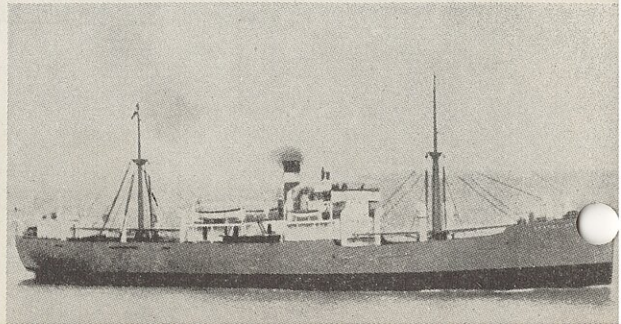
SANSEI MARU ▼

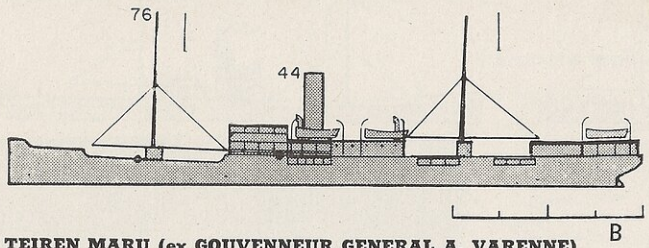


HAKOZAKI MARU ▼



KOA MARU ▼



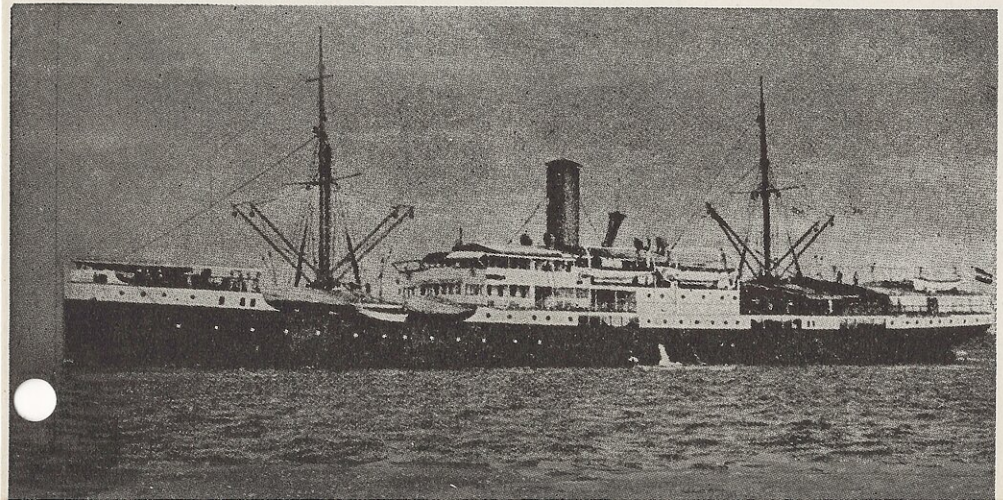


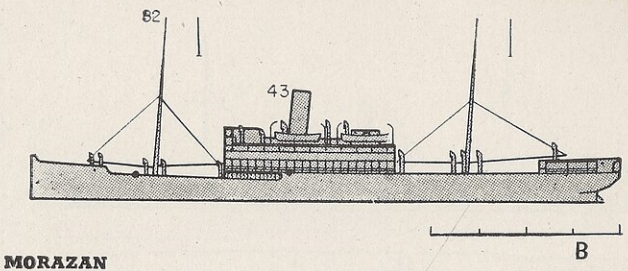
TEIREN MARU (ex GOUVENNEUR GENERAL A. VARENNE) VAN DER HAGEN

Tonnages: Gross: 3,004–33 D. W.: 3,400
Length: W. L. (B. P.): 329′ O. A.:
Beam: 44′
Drafts: Loaded: 19′ 5″ Light:
Speed: Normal cruising: 10 Max.:
Constructed: 1909 Holland
Propulsion: Machinery: Reciprocating: Screws: 1 N. H. P.: 104–233 R. P. M.: @ Knots: Fuel: Coal Capacity: 274 tons. Radius:

Potential naval value: AP, AK, AH.
Remarks: Vessels captured by Japanese and believed operating in N. E. I.

TEIREN MARU ▼



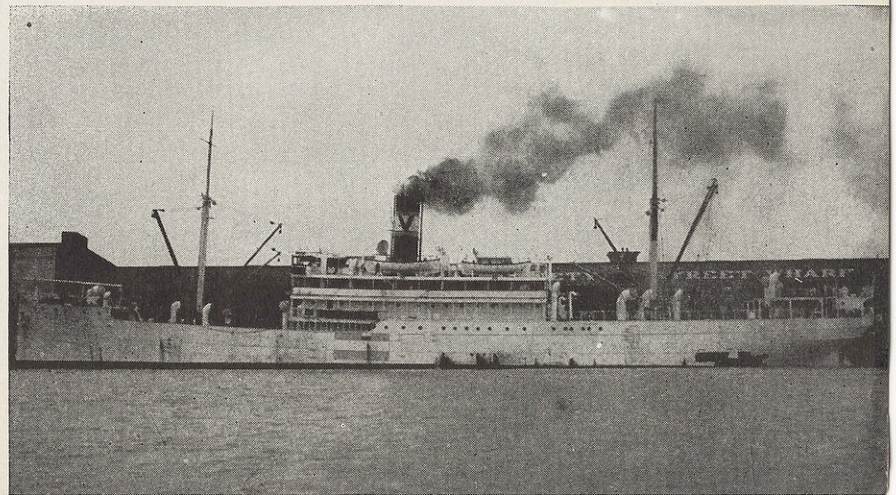


MORAZAN

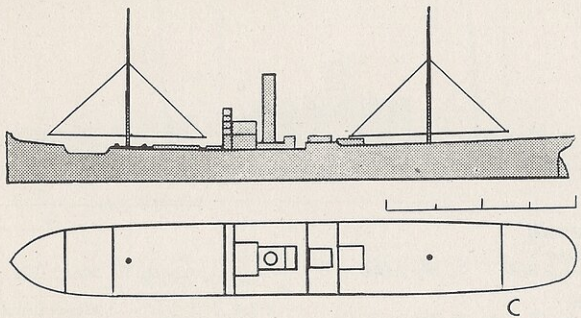
Tonnages: Gross: 2,984 D. W.: 2,900
Length: W. L. (B. P.): 300′ O. A.:
Beam: 45′
Drafts: Loaded: 21′ Light:
Speed: Normal cruising: 11 Max.: 12½
Constructed: 1908 Great Britain
Propulsion: Machinery: Reciprocating Screws: 1 N. H. P.: 381 R. P. M.: @ Knots: Fuel: Oil Capacity: Radius:

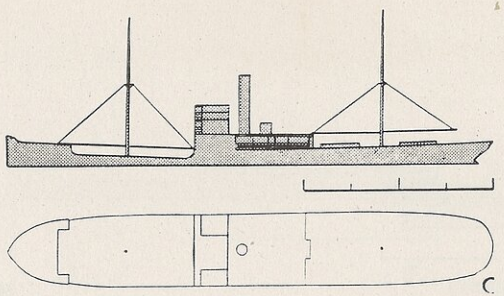
Potential naval value: AP, AK.
Remarks: Former Panamanian flag vessel, possibly in hands of Japanese.

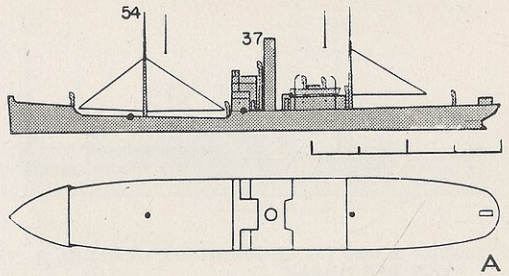
MORAZAN ▼



26 MFM







DAIBOSI MARU

Tonnages:
Gross: 2,388 D. W.: 3,450
Length:
W. L. (B. P.): 290′ O. A.:
Beam: 38′
Drafts:
Loaded: 20′ 8″ Light: 10′
Speed:
Normal cruising: 8 Max.: 10
Constructed:
1889 Great Britain
Propulsion:
Machinery: Reciprocating
Screws: 1 N. H. P.: 251
R. P. M.: @ Knots:
Fuel: Coal Capacity: 385 tons
Radius: 3,800 miles at 8 knots.
Potential naval value: AK.
Remarks:

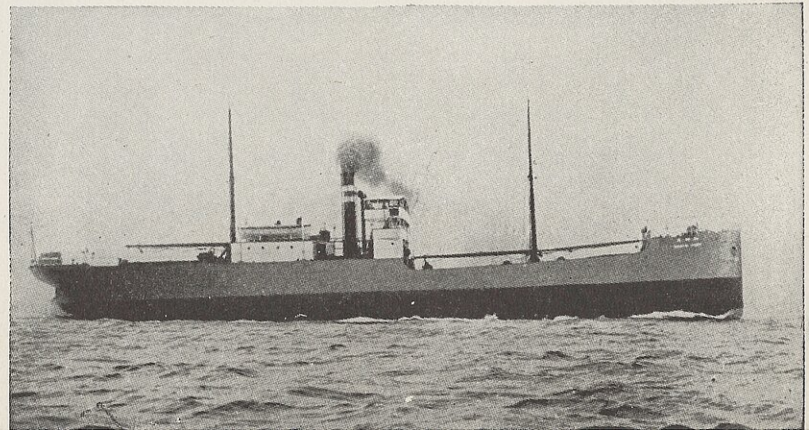
NITIMAN MARU

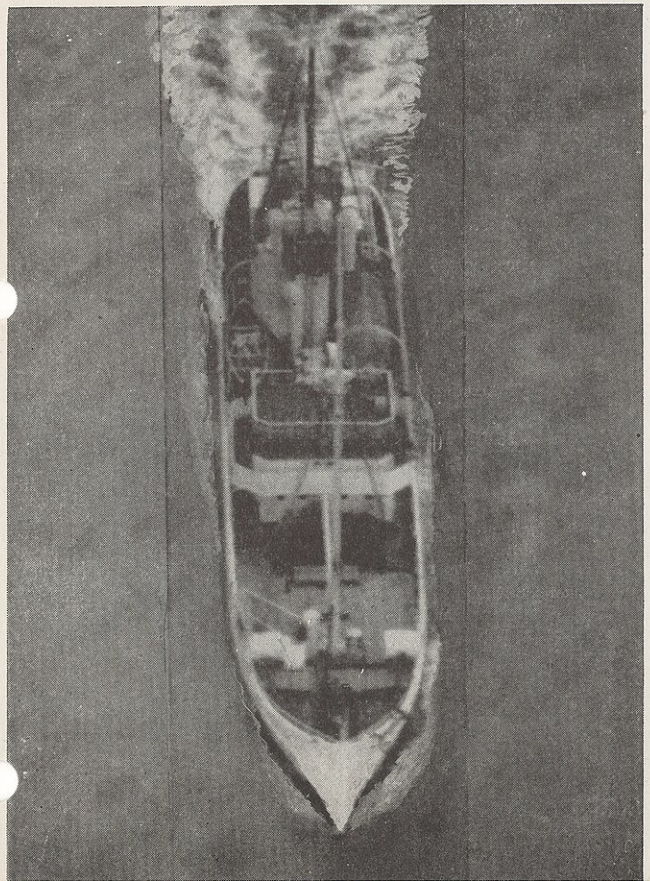
Tonnages:
Gross: 1,922 D. W.: 2,794
Length:
W. L. (B. P.): 250′ O. A.:
Beam: 38′
Drafts:
Loaded: 18′ 7″ Light: 6′ 5″
Speed:
Normal cruising: 9 Max.: 10½
Constructed:
1917 Japan
Propulsion:
Machinery: Reciprocating
Screws: 1 N. H. P.: 139
R. P. M.: @ Knots:
Fuel: Coal Capacity: 355 tons
Radius: 4,800 miles at 9 knots.
Potential naval value: AK.
Remarks:

KANO MARU #3
KISYUN MARU, KATUURA MARU, MIYAURA MARU, TAISIN MARU, WASIN MARU

Tonnages:
Gross: 1,708–1,864 D. W.: 2,650
Length:
W. L. (B. P.): 250′ O. A.:
Beam: 38′
Drafts:
Loaded: 18′ 6″ Light: 6′ 6″
Speed:
Normal cruising: 9 Max.: 10½
Potential naval value: AK.
Remarks:
Constructed:
1916–19 Japan
Propulsion:
Machinery: Reciprocating
Screws: 1 N. H. P.: 138
R. P. M.: @ Knots:
Fuel: Coal Capacity: 228 tons
Radius: 3,500 miles at 9 knots.

WASIN MARU ▼



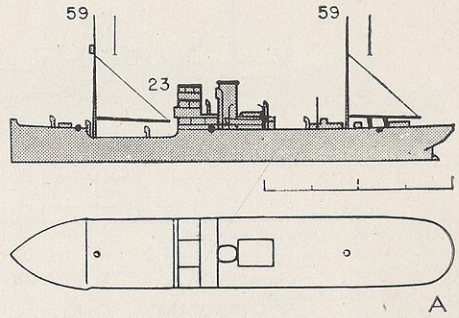


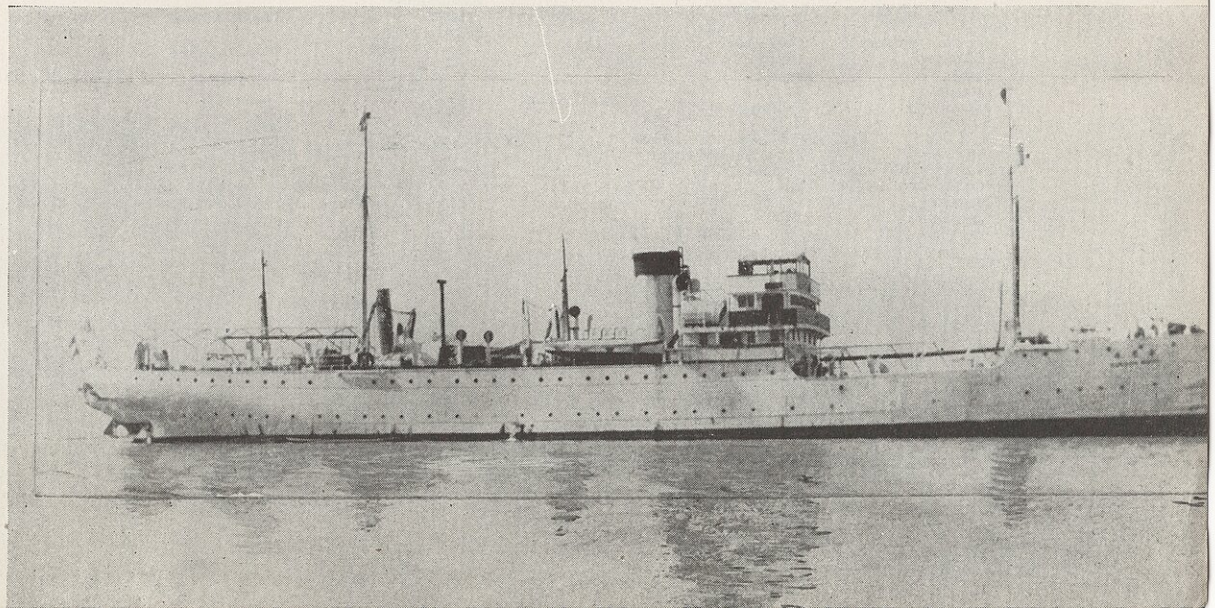
HAKUYO MARU

Tonnages: Gross: 1,327	D. W.:	Constructed: 1929	Japan
Length: W. L. (B. P.): 225′	O. A.:	Propulsion: Machinery:	Diesel
Beam: 36′		Screws: 2	N. H. P.: 320
Drafts: Loaded: 15′6″	Light:	R. P. M.: Fuel: Oil	@ Knots: Capacity:
Speed: Normal cruising: 10	Max: 13½	Radius:	

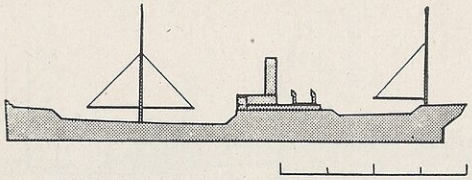
Potential naval value: APG or patrol vessel.

Remarks: Government Fisheries survey vessel.





MFM 26



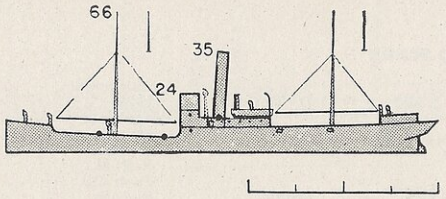
C

TAKE MARU

Tonnages:	
Gross: 1,264	D. W.: 1,615
Length:	
W. L. (B. P.): 228′	O. A.:
Beam: 31′	
Drafts:	
Loaded: 16′ 8″	Light: 9′ 3″
Speed	
Normal cruising: 9	Max.: 10
Constructed:	
1929	Japan
Propulsion:	
Machinery:	Reciprocating
Screws: 1	H. P.
R. P. M.:	@ Knots:
Fuel: Coal	Capacity: 166 tons
Radius: 2,100 miles at 9 knots.	

Potential naval value: AK.

Remarks:



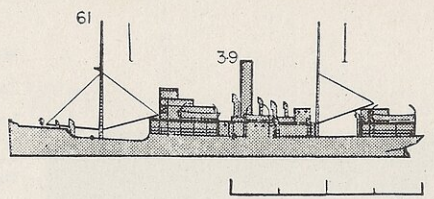
B

ARGUS

Tonnages:	
Cross: 1,025	D. W. 1619
Length:	
W. L. (B. P.): 220′	O. A.
Beam: 32′	
Drafts:	
Loaded: 16′	Light:
Speed:	
Normal cruising: 9	Max.: 10
Constructed:	
1901	Great Britain
Propulsion:	
Machinery:	Reciprocating
Screws: 1	H. P.:
R. P. M.:	@ Knots:
Fuel: Coal	Capacity:
Radius:	

Potential naval value: AK.

Remarks: Formerly Philippine Island registry. Now believed to have been captured and operated by Japanese.



B

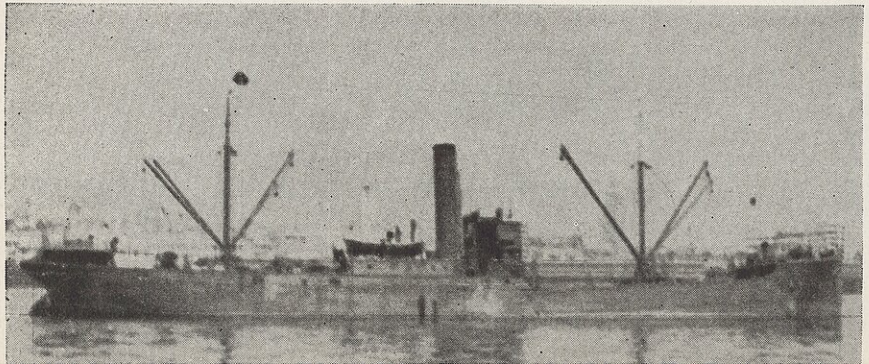
KAINAN MARU

Tonnages:	
Gross: 1,134	D. W.: 1,930
Length:	
W. L. (B. P.): 210′	O. A.
Beam: 31′	
Drafts:	
Loaded: 17′ 6″	Light: 9′ 6″
Speed:	
Normal cruising: 8½	Max.: 10
Constructed:	
1907	Great Britain
Propulsion:	
Machinery:	Reciprocating
Screws: 1	N. H. P.: 145
R. P. M.:	@ Knots:
Fuel: Coal	Capacity: 21′
Radius: 2,900 miles at 8½ knots.	

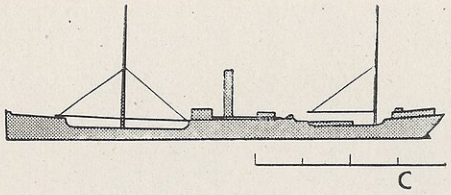
Potential naval value: AK.

Remarks:

ARGUS ▼



KAINAN MARU ▼



HARADA MARU #7

Tonnages:
Gross. 1,269 D. W.: 1,985

Length:
W. L. (B. P.): 225′ O. A.:

Beam: 32′

Drafts:
Loaded: 17′ Light: 6′

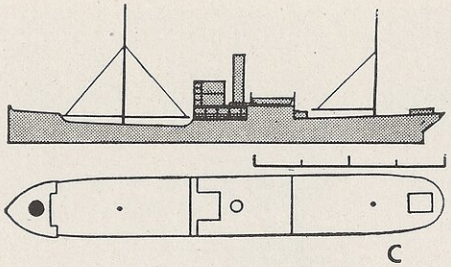
Speed:
Normal cruising: 9 Max.: 10.

Constructed:
1919 Japan

Propulsion:
Machinery: Reciprocating
Screws: 1 H. P.:
R. P. M.: @ Knots:
Fuel: Coal Capacity: 239 tons
Radius: 3,500 miles at 9 knots

Potential naval value: AK.

Remarks.



DAIZYU MARU

Tonnages:
Gross: 1,279 D. W.: 1,945

Length:
W. L. (B. P.): 217′ O. A.:

Beam: 32′

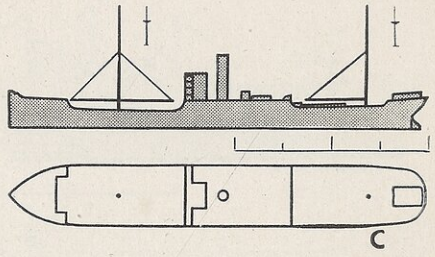
Drafts:
Loaded: 17′ 1″ Light: 8′

Speed:
Normal cruising: 8 Max.: 10

Constructed:
1918 Japan

Propulsion:
Machinery: Reciprocating
Screws: 1 N. H. P.: 75
R. P. M.: @ knots:
Fuel: Coal Capacity: 260
Radius: 4,400 miles at 8 knots

Remarks:



SYOTOKU MARU

Tonnages:
Gross: 1,146 D. W.: 1,850

Length:
W. L. (B. P.): 208′ O. A.:

Beam: 32′

Drafts:
Loaded: 17′ 6″ Light: 7′ 6″

Speed:
Normal cruising: 8½ Max.: 10

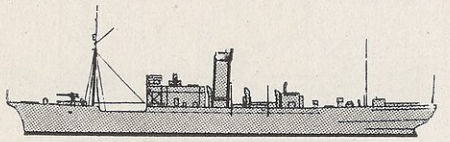
Constructed:
1918 Japan

Propulsion:
Machinery: Reciprocating
Screws: 1 N. H. P. 79
R. P. M.: @ Knots:
Fuel: Coal Capacity: 209
Radius: 3,300 miles at 8½ knots

Potential naval value: AK.

Remarks:

26 MFM



B

KOMABASI

Tonnages:
Displacement: 1,125 D. W.:

Length:
W. L. (B. P.): O. A.: 227

Beam: 35'

Drafts:
Loaded: 18' Light:

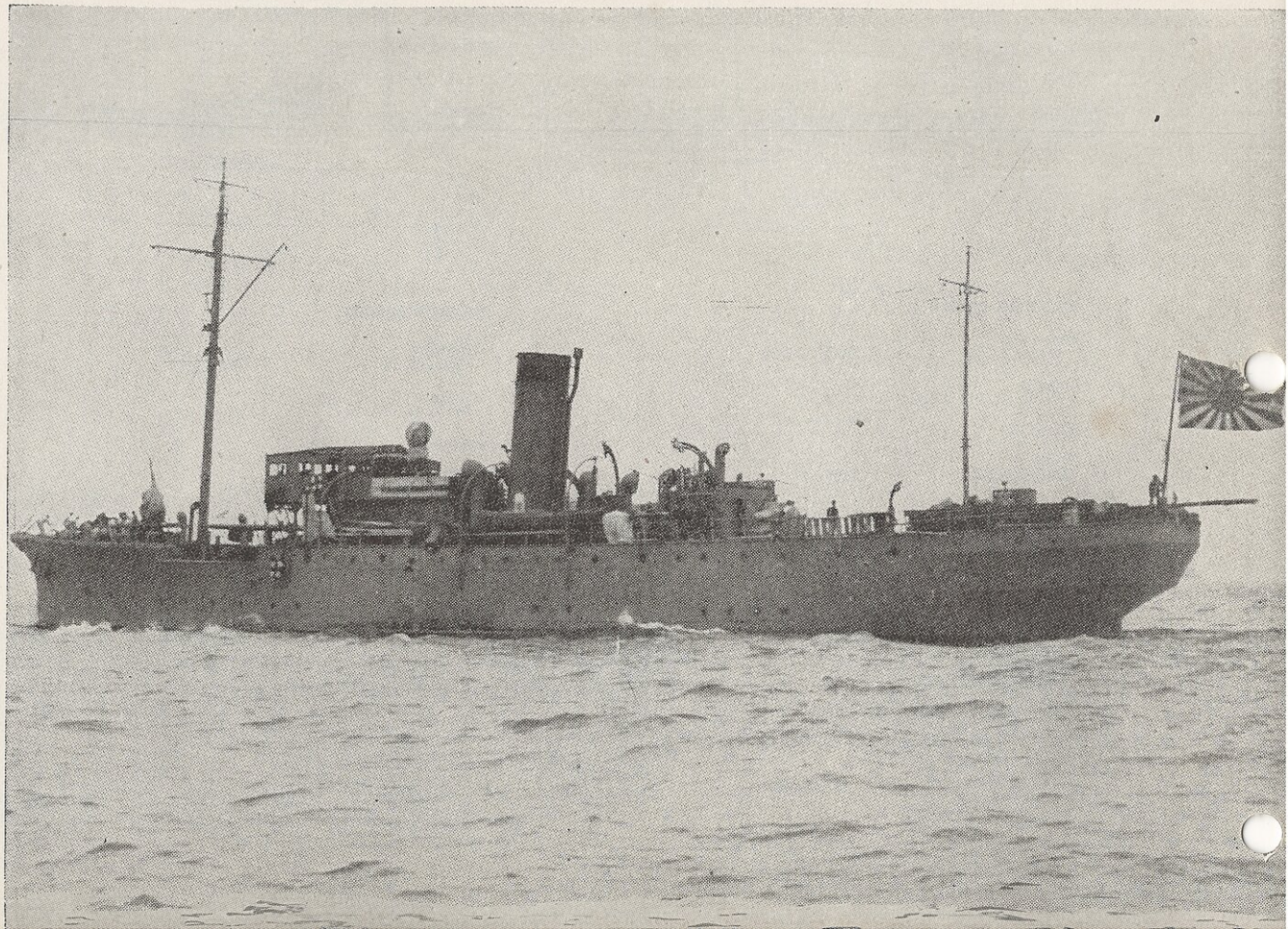
Speed:
Normal cruising: 12 Max.: 14

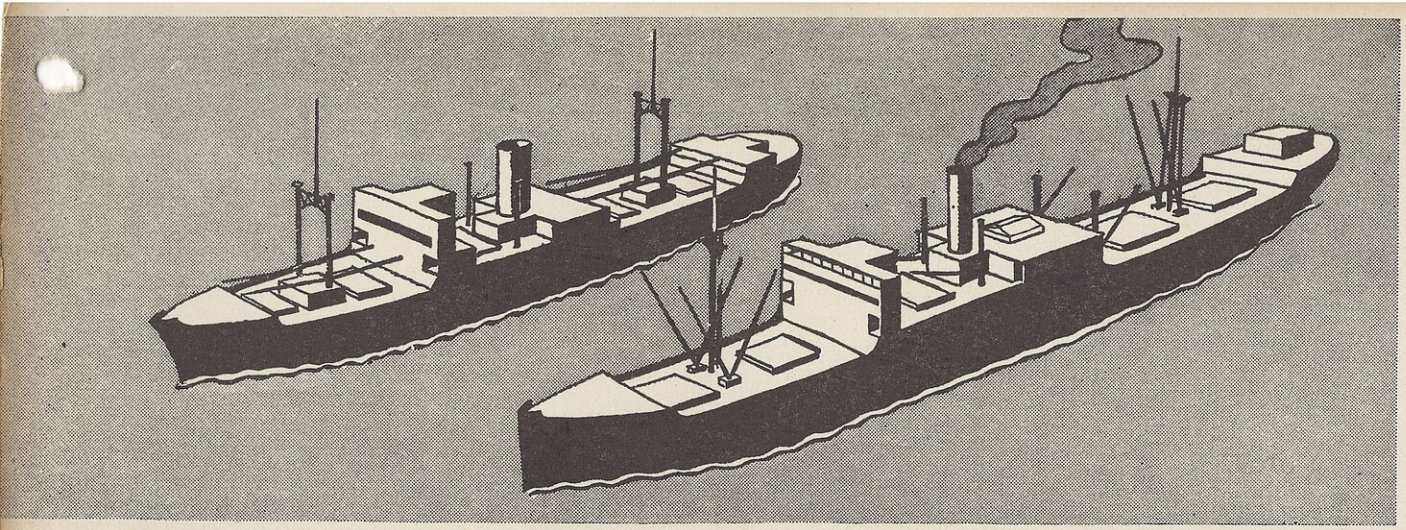
Constructed:
1913 Japan

Propulsion:
Machinery: Reciprocating
Screws: Designed H. P.: 1,824
R. P. M.: 118 @ Knots: 14
Fuel: Coal Capacity:

Radius:

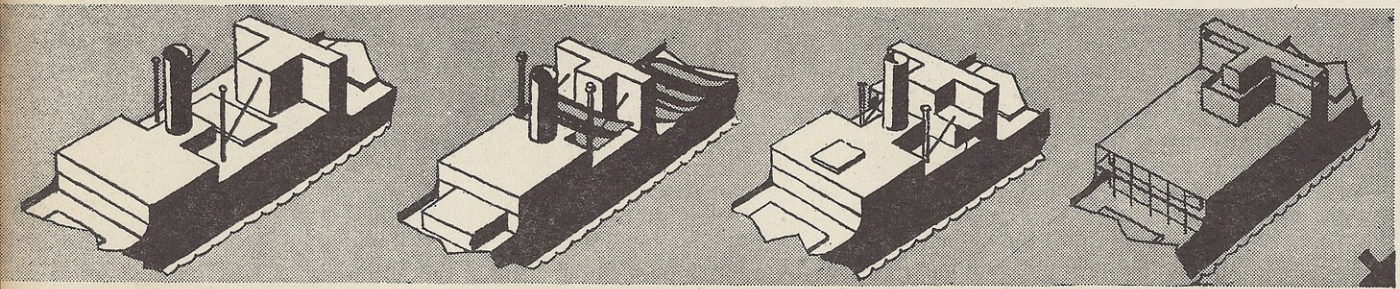
Remarks: Japanese naval vessel included herein because of resemblance to merchant ships.





Modern types are limited mainly to the smaller coastal classes but include several distinctive foreign acquisitions. This small category is very similar to a large group having the same basic design but with composite superstructures.

The largest class in the Japanese Merchant Marine is the old split-superstructure freighter, a group composed largely of United States Shipping Board types built during World War I, both in North America and Japan. For the most part coal-burning and slow, these ships serve mainly in a non-military status, although a few have been declared hospital ships.



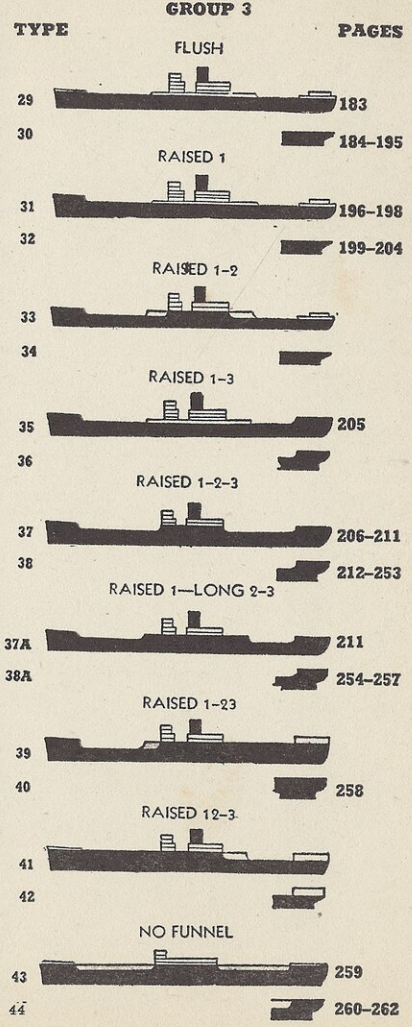
The split superstructure type differs from the composite designs in having a large athwartships bunker hatch dividing the bridge from the amidships superstructure.

Split superstructures often appear composite when the break is filled with deck cargo or covered with canvas. Kingposts are not always indicative of a "split," as they are often used to service the small bunker hatches found in some older composite designs.

No-funnel types (diesel-engined) are few, and may be either split or composite in superstructure design. As the majority of this group is "split," they are included under this separator.

SPLIT SUPERSTRUCTURE

GROUP 3



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TAIZIN MARU	22	5,155	375	29 MFM	183
RYUUN MARU	18	6,538	412	29 MFKM	183
DAISIN MARU	19	5,877	400	30 MMF	184
MITU MARU	19	5,682	400	30 MMF	184
NITIAN MARU	12	6,198	440	30 MFM	184
NITIHO MARU	12	6,363	440	30 MFM	184
GENOA MARU	19	6,785	425	30 MFM	185
SYUNKO MARU	19	6,781	425	30 MFM	185
TAMAHOKO MARU	19	6,780	425	30 MFM	185
YAE MARU	19	6,781	425	30 MFM	185
YURI MARU	19	6,787	425	30 MFM	185
RYOKA MARU	03	5,308	412	30 MFM	185
NISSYU MARU	17	7,786	411	30 MFM	186
SUGIYAMA MARU	14	4,379	405	30 MFM	186
HOKKI MARU	19	5,601	400	30 MFM	187
NITIMEI MARU	12	4,693	400	30 MFM	186
RYUYO MARU	20	6,707	400	30 MFM	188
KIYO MARU	12	4,428	390	30 MFM	190
ADEN MARU	19	5,824	385	30 MFM	189
ATLANTIC MARU	20	5,873	385	30 MFM	189
BELGIUM MARU	20	5,839	385	30 MFM	189
BORNEO MARU	17	5,864	385	30 MFM	189
BRAZIL MARU	19	5,860	385	30 MFM	189
BURMA MARU	17	4,585	385	30 MFM	189
CELEBES MARU	17	5,863	385	30 MFM	189
CHILE MARU	19	5,860	385	30 MFM	189
CHINA MARU	20	5,870	385	30 MFM	189
DENMARK MARU	20	5,870	385	30 MFM	189
EIHUKU MARU	18	5,866	385	30 MFM	189
ENGLAND MARU	19	5,830	385	30 MFM	189
FRANCE MARU	19	5,828	385	30 MFM	189
GLASGOW MARU	19	5,831	385	30 MFM	189
GOKOKU MARU	18	5,822	385	30 MFM	189
HITERU MARU	19	5,857	385	30 MFM	189
HOHUKU MARU	18	5,825	385	30 MFM	189
HOLLAND MARU	20	5,870	385	30 MFM	189
INDIA MARU	20	5,873	385	30 MFM	189
ITALY MARU	19	5,859	385	30 MFM	189
KARACHI MARU	19	5,860	385	30 MFM	189
KEIHUKU MARU	19	5,833	385	30 MFM	189
KINKAI MARU	17	5,709	385	30 MFM	189
LIVERPOOL MARU	19	5,866	385	30 MFM	189
MANTAI MARU	19	5,864	385	30 MFM	189
MANZYU MARU	19	5,877	385	30 MFM	189
MIDORI MARU	19	5,827	385	30 MFM	189
NAGATO MARU	18	5,901	385	30 MFM	189
NAPLES MARU	19	5,825	385	30 MFM	189
NIKKI MARU	18	5,857	385	30 MFM	189
NORWAY MARU	20	5,832	385	30 MFM	189
OHIO MARU	20	5,873	385	30 MFM	189
OREGON MARU	20	5,873	385	30 MFM	189
PACIFIC MARU	20	5,873	385	30 MFM	189
SAN FRANCISCO MARU	19	5,831	385	30 MFM	189
SINGAPORE MARU	19	5,859	385	30 MFM	189
SINSEI MARU #1	19	5 879	385	30 MFM	189
SUMATRA MARU	17	5,863	385	30 MFM	189
THAMES MARU	20	5,871	385	30 MFM	189
TIHUKU MARU	19	5,857	385	30 MFM	189
TOHUKU MARU	19	5,857	385	30 MFM	189
UME MARU	19	5,860	385	30 MFM	189
VICTORIA MARU	21	5,876	385	30 MFM	189
NITTOKU MARU	05	3,591	350	30 MFM	190
WESSERLAND	22	6,528	449	30 MFMK	190
NITTAI MARU	21	6,484	420	30 MFMK	191
ZUISYO MARU	12	5,289	409	30 MFMK	192
YAMABUKI MARU	30	5,079	405	30 MFMK	191
MANSEI MARU	19	7,770	425	30 MFKM	192
SUMATRA	27	4,859	425	30 MFKM	
DAINITI MARU	22	5,813	385	30 MFKM	193

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TYOKO MARU	20	6,783	425	30 MKFKM	195
HAKUSIKA MARU	17	8,151	445	30 MKFKMK	195
MEIU MARU	18	8,230	445	30 MKFKMK	195
TEIHOKU MARU	35	5,795	447	31 MFM	196
EUGENIE LIVANOS	36	4,816	419	31 MFM	197
YASUKAWA MARU	30	6,710	455	31 MFMK	196
KINRYU MARU	20	6,524	413	31 MFKM	197
SYORYU MARU	19	6,519	412	31 MFKM	197
TERUKAWA MARU	34	6,429	458	31 MKMFKM	198
HIYAMA MARU	20	6,173	412	32 MFM	199
SIKISAN MARU	25	4,725	400	32 MFMK	199
ASUKA MARU	24	7,523	440	32 MFKM	200
ATAGO MARU	24	7,543	440	32 MFKM	200
ALASKA MARU	19	7,379	420	32 MFKM	201
ATLAS MARU	20	7,347	420	32 MFKM	201
DAKAR MARU	20	7,170	420	32 MFKM	201
DELAGOA MARU	19	7,148	420	32 MFKM	201
DURBAN MARU	19	7,164	420	32 MFKM	201
TEIRYU MARU	15	6,512	420	32 MFKM	202
TEISEN MARU	17	5,050	419	32 MFKM	202
BORDEAUX MARU	23	6,567	405	32 MFKM	203
MONTREAL MARU	22	6,577	405	32 MFKM	203
NANMAN MARU	21	6,551	405	32 MFKM	203
NORFOLK MARU	21	6,576	405	32 MFKM	203
VENICE MARU	21	6,571	405	32 MFKM	203
WALES MARU	21	6,586	405	32 MFKM	203
TARAYASU MARU	12	10,254	506	32 KMFKMK	204
HAURAKI	22	7,113	450	32 KMKFKMK	204
BOERO	14	7,135	418	34 MFM	205
TEIHU MARU	13	7,110	414	34 MFM	205
KOSEI MARU	20	8,223	450	35 KMFKMK	205
MEIYO MARU	40	5,628	407	37 MFM	206
SYOAN MARU	37	5,624	407	37 MFM	206
SYOEI MARU	37	5,644	407	37 MFM	206
MUKO MARU	37	4,862	370	37 MFM	206
NANIWA MARU	37	4,858	370	37 MFM	206
KAISYO MARU	38	4,164	364	37 MFM	207
KUNISIMA MARU	37	4,083	364	37 MFM	207
MITAKESAN MARU	37	4,442	364	37 MFM	207
MYOHO MARU	39	4,122	364	37 MFM	208
MYOKO MARU	39	4,103	364	37 MFM	208
SINYO MARU	38	4,163	364	37 MFM	207
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HOKUSYO MARU	37	4,211	359	37 MFM	208
HOKUYO MARU	36	4,217	357	37 MFM	208
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KINZYOSAN MARU	36	3,262	333	37 MFM	209
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SINYUBARI MARU	36	5,354	392	37A MFKM	211
KAMOI MARU	37	5,356	391	37A MFKM	211
LONDON MARU	21	7,191	451	38 MFM	212
KUWAYAMA MARU	16	5,725	424	38 MFM	213
SIRAHA MARU	18	5,693	423	38 MFM	213
TATUHA MARU	18	5,784	423	38 MFM	213
TOKUSIMA MARU	13	5,976	423	38 MFM	213
TOTTORI MARU	13	5,973	423	38 MFM	213
YOSYU MARU	16	5,711	412	38 MFM	216
HOKUMEI MARU	20	5,751	411	38 MFM	214
KINSYU MARU	19	5,591	411	38 MFM	214
KYOKUSEI MARU	20	5,493	411	38 MFM	214
MEISAN MARU	20	5,752	411	38 MFM	214
ANZAN MARU	19	5,493	410	38 MFM	215

NAME	YEAR BUILT	GROSS TONNAGE	LENGTH	CODE	PAGE
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IZAN MARU	18	5,475	410	38 MFM	215
KONZAN MARU	19	5,488	410	38 MFM	215
SEISYO MARU	19	5,464	410	38 MFM	215
TAIAN MARU	16	5,655	410	38 MFM	216
TAIGEN MARU	17	5,660	410	38 MFM	216
TAZAN MARU	19	5,478	410	38 MFM	215
KIZAN MARU	18	5,072	405	38 MFM	217
KURETAKE MARU	25	5,175	405	38 MFM	217
ZYUNYO MARU	13	5,065	405	38 MFM	217
RASIN MARU	19	5,454	401	38 MFM	219
SYOTO MARU	19	5,254	401	38 MFM	219
TONEGAWA MARU	13	4,998	401	38 MFM	218
UTIDE MARU	19	5,275	401	38 MFM	219
YAMAYURI MARU	13	5,028	401	38 MFM	218
ADA	20	5,248	400	38 MFM	219
BENNEVIS	18	5,356	400	38 MFM	219
BIYO MARU	21	5,480	400	38 MFM	220
BOSTON MARU	19	5,477	400	38 MFM	220
BUYO MARU	19	5,447	400	38 MFM	220
CLYDE MARU	20	5,498	400	38 MFM	221
ENZYU MARU	19	5,764	400	38 MFM	219
ERIE MARU	20	5,493	400	38 MFM	221
HAMBURG MARU	20	5,220	400	38 MFM	218
HAVRE MARU	20	5,467	400	38 MFM	220
HAYO MARU	21	5,446	400	38 MFM	220
HEIAN MARU	21	5,446	400	38 MFM	219
HOKKO MARU	18	5,347	400	38 MFM	219
HOKUTAI MARU	18	5,220	400	38 MFM	219
HUKUSEI MARU	20	5,802	400	38 MFM	219
HUKUYO MARU	20	5,463	400	38 MFM	220
HUKUZYU MARU	19	5,731	400	38 MFM	219
KAIMEI MARU	19	5,254	400	38 MFM	219
KASYU MARU	19	5,460	400	38 MFM	220
KAZAN MARU	20	5,492	400	38 MFM	219

NAME	YEAR BUILT	GROSS TONNAGE	LENGTH	CODE	PAGE
KOSEI MARU	20	5,430	400	38 MFM	219
KOYO MARU	19	5,471	400	38 MFM	220
KUSUYAMA MARU	19	5,307	400	38 MFM	219
MALTA MARU	19	5,500	400	38 MFM	221
MEIGEN MARU	20	5,441	400	38 MFM	220
MILAN MARU	20	5,467	400	38 MFM	220
MIYADONO MARU	18	5,196	400	38 MFM	219
MOMOYAMA MARU	18	5,217	400	38 MFM	219
NITIAI MARU	19	5,439	400	38 MFM	220
NITIREN MARU	19	5,460	400	38 MFM	220
NITIRYU MARU	19	5,447	400	38 MFM	220
OYO MARU	21	5,458	400	38 MFM	220
REIYO MARU	20	5,446	400	38 MFM	220
RYUNAN MARU	11	5,106	400	38 MFM	218
SEKIHO MARU	20	5,402	400	38 MFM	219
SINKYO MARU	18	5,139	400	38 MFM	219
TAIAN MARU	21	5,411	400	38 MFM	219
YAMAGIKU MARU	20	5,236	400	38 MFM	219
YAMAHAGI MARU	19	5,426	400	38 MFM	219
YAMAHUZI MARU	20	5,360	400	38 MFM	219
YOSIDA MARU #1	19	5,425	400	38 MFM	220
ZINZAN MARU	19	5,216	400	38 MFM	219
ZYUYO MARU	26	5,458	400	38 MFM	220
TYOYO MARU	20	5,388	399	38 MFM	219
ANALOCK	19	6,638	397	38 MFM	222
FEDERLOCK	18	6,607	397	38 MFM	222
YUZAN MARU	19	6,039	396	38 MFM	222
SINNO MARU	12	4,888	390	38 MFM	222
KOKI MARU	21	5,291	388	38 MFM	222
CEYLON MARU	04	4,905	385	38 MFM	223
NANKO MARU	16	4,714	385	38 MFM	223
NANSIN MARU	14	4,806	385	38 MFM	223
NISSO MARU #2	06	4,342	385	38 MFM	237
RYUSEI MARU	11	4,797	385	38 MFM	223
SAIHO MARU	18	4,639	385	38 MFM	223

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NAME	YEAR BUILT	GROSS TONNAGE	LENGTH	CODE	PAGE
TOHO MARU	18	4,717	385	38 MFM	223
TOYOKAWA MARU	11	5,124	385	38 MFM	237
VITORLOCK	18	5,030	381	38 MFM	224
ESTERO	20	4,743	380	38 MFM	224
KENZAN MARU	19	4,705	377	38 MFM	225
RYUZAN MARU	20	4,720	377	38 MFM	225
SVIRSTROI	19	4,769	377	38 MFM	225
ASAMA MARU	01	4,892	370	38 MFM	225
KOWA MARU	06	4,520	370	38 MFM	226
MUNLOCK	17	5,240	370	38 MFM	
PLEIADES	18	4,620	370	38 MFM	226
PAZ	14	4,260	364	38 MFM	227
NANKA MARU	06	4,065	361	38 MFM	227
EHIME MARU	20	4,654	360	38 MFM	228
MORIOKA MARU	20	4,469	360	38 MFM	228
SINGO MARU	17	4,740	360	38 MFM	228
SINSEI MARU	17	4,747	360	38 MFM	228
SINYO MARU	18	4,658	360	38 MFM	228
SINYU MARU	19	4,622	360	38 MFM	228
SUEZ MARU	19	4,646	360	38 MFM	228
SYOGEN MARU	17	4,739	360	38 MFM	228
SYOZIN MARU	18	4,739	360	38 MFM	228
TAMATU MARU	19	4,646	360	38 MFM	228
TURUSIMA MARU	19	4,646	360	38 MFM	228
YOSIDA MARU #3	18	4,646	360	38 MFM	228
SORATI MARU	30	4,107	352	38 MFM	228
YUBARI MARU	30	4,109	352	38 MFM	228
ANZAN MARU	15	3,890	350	38 MFM	226
MITUKI MARU	99	3,894	350	38 MFM	226
TAISEI MARU	99	3,601	341	38 MFM	229
TATEYAMA MARU	37	3,787	340	38 MFM	230
TYOKO MARU	39	3,516	340	38 MFM	230
DAISYU MARU	19	3,322	332	38 MFM	230
SYOEI MARU	19	3,083	332	38 MFM	230
TENZAN MARU	20	3,142	332	38 MFM	230
AKASI MARU	18	3,228	331	38 MFM	230
ENDAI MARU	19	3,461	331	38 MFM	230
KENKOKU MARU	20	3,128	331	38 MFM	230
KIRIHA MARU	19	3,057	331	38 MFM	230
MATUURA MARU	13	3,185	331	38 MFM	230
MOMOHA MARU	18	3,103	331	38 MFM	230
NIKKO MARU	19	3,098	331	38 MFM	230
SATUMA MARU	18	3,089	331	38 MFM	230
SEIKAI MARU	19	3,109	331	38 MFM	230
SEITAI MARU	18	3,405	331	38 MFM	230
TAKAO MARU	20	3,204	331	38 MFM	230
TAMAHIME MARU	18	3,081	331	38 MFM	230
URAZIO MARU	19	3,110	331	38 MFM	230
TAIEI MARU	26	3,221	326	38 MFM	229
HARALDSVANG	20	3,112	325	38 MFM	231
ADMIRAL Y. S. WILLIAMS	20	3,252	324	38 MFM	231
KOSEI MARU	19	3,263	324	38 MFM	231
RAMONA	19	3,513	324	38 MFM	231
TAKUSEI MARU	19	3,514	324	38 MFM	231
HUKOKU MARU	20	2,852	320	38 MFM	
KIYO MARU	02	2,794	320	38 MFM	232
NISSEI MARU	00	2,876	320	38 MFM	232
SAKAE MARU	02	2,879	320	38 MFM	232
NISSIN MARU #3	04	2,708	318	38 MFM	232
TENSYO MARU	10	3,035	314	38 MFM	232
TILDA	03	2,768	314	38 MFM	233
SINZUI MARU	18	2,964	310	38 MFM	232
UNKAI MARU #3	19	3,023	310	38 MFM	232
UNYO MARU #3	19	2,978	310	38 MFM	232
ANNAN MARU	11	2,939	305	38 MFM	233
DOVER MARU	20	3,212	305	38 MFM	233
ESUTORU MARU	18	3,295	305	38 MFM	233
GENMEI MARU	17	3,181	305	38 MFM	233
GIHU MARU	21	2,933	305	38 MFM	233

NAME	YEAR BUILT	GROSS TONNAGE	LENGTH	CODE	PAGE
GOZAN MARU	19	3,213	305	38 MFM	233
IKOMASAN MARU	16	3,173	305	38 MFM	234
IWATE MARU	21	2,985	305	38 MFM	233
KANKYO MARU	18	3,204	305	38 MFM	233
KOAN MARU	24	3,184	305	38 MFM	234
KOGEN MARU	19	2,963	305	38 MFM	233
KOSO MARU	17	3,178	305	38 MFM	234
KOTI MARU	20	2,910	305	38 MFM	233
MEIKAI MARU	17	3,198	305	38 MFM	234
MIE MARU	20	2,914	305	38 MFM	233
MIIKESAN MARU	16	3,179	305	38 MFM	234
NANKING MARU	14	3,006	305	38 MFM	233
PEKING MARU	14	3,011	305	38 MFM	233
SEIKAI MARU	20	3,180	305	38 MFM	233
SEKKO MARU	17	3,183	305	38 MFM	234
SINRYU MARU	18	3,182	305	38 MFM	233
SUKI MARU	16	3,164	305	38 MFM	234
SYOZAN MARU	18	2,937	305	38 MFM	233
TENKAI MARU	17	3,200	305	38 MFM	233
TYOSEN MARU	11	3,111	305	38 MFM	
YAKUMO MARU	19	3,198	305	38 MFM	233
YUBAE MARU	19	3,217	305	38 MFM	233
YUKI MARU	16	3,168	305	38 MFM	234
ZINZYU MARU	18	3,193	305	38 MFM	233
TAISEI MARU	04	2,515	301	38 MFM	234
KASAGISAN MARU	25	2,427	285	38 MFM	235
KATURAGISAN MARU	25	2,427	285	38 MFM	235
KATYOSAN MARU	24	2,427	285	38 MFM	235
SANKA MARU	18	2,495	285	38 MFM	234
SANZIN MARU	19	2,500	285	38 MFM	234
KASUGASAN MARU	25	2,427	284	38 MFM	235
MINDANAO	18	5,236	401	38 MMFK	235
GENZAN MARU	06	5,709	421	38 MFMK	239
RYOYO MARU	31	5,974	415	38 MFMK	239
SOYO MARU	31	6,081	415	38 MFMK	239

NAME	YEAR BUILT	GROSS TONNAGE	LENGTH	CODE	PAGE
TEIHUKU MARU	21	5,198	402	38 MFMK	238
TENSYO MARU	14	4,982	402	38 MFMK	238
BENGAL MARU	21	5,399	400	38 MFMK	240
CALCUTTA MARU	17	5,339	400	38 MFMK	240
DAIGEN MARU #3	08	5,256	400	38 MFMK	241
HAKODATE MARU	19	5,303	400	38 MFMK	240
HIMALAYA MARU	18	5,229	400	38 MFMK	240
KONAN MARU	18	5,227	400	38 MFMK	240
KOYU MARU	21	5,325	400	38 MFMK	240
MANSYU MARU	21	5,267	400	38 MFMK	240
MURORAN MARU	19	5,374	400	38 MFMK	240
ORIDONO MARU	17	5,278	400	38 MFMK	240
SOMEDONO MARU	17	5,155	400	38 MFMK	240
SYUNSEI MARU	11	4,939	400	38 MFMK	241
WAKATU MARU	17	5,123	400	38 MFMK	241
YONEYAMA MARU	19	5,274	400	38 MFMK	240
HEIEI MARU #7	03	4,815	390	38 MFMK	238
KINKASAN MARU	11	4,981	380	38 MFMK	242
ASAKA MARU	09	4,681	377	38 MFMK	243
MISAKI MARU	07	4,422	376	38 MFMK	243
SYOKYU MARU	07	4,491	376	38 MFMK	243
UGA MARU	09	4,433	376	38 MFMK	243
UNYO MARU	07	4,643	376	38 MFMK	243
ZUIKO MARU	04	4,156	368	38 MFMK	243
EIAN MARU	05	3,826	352	38 MFMK	243
MIKAGE MARU #8	12	3,371	342	38 MFMK	245
ROKO MARU	12	3,328	335	38 MFMK	245
RYUTO MARU	12	3,311	333	38 MFMK	245
TOKAI MARU	05	3,099	331	38 MFMK	245
UNKAI MARU #6	05	3,220	331	38 MFMK	245
YASUNKUNI MARU	20	3,025	331	38 MFMK	245
KANKO MARU	03	2,995	325	38 MFMK	245
SYOGEN MARU	10	3,362	321	38 MFMK	245
SAPPORO MARU #12	03	2,865	320	38 MFMK	244
DAIHUKU MARU	07	3,184	315	38 MFMK	244

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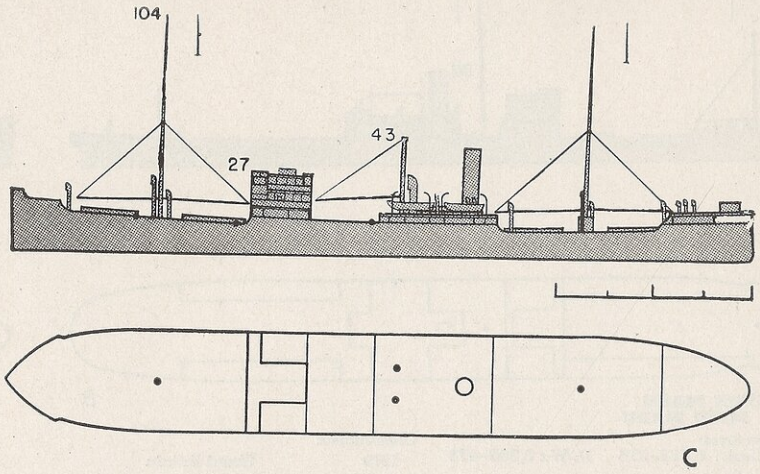
NAME	YEAR BUILT	GROSS TONAGE	LENGTH	CODE	PAGE
BUSYO MARU	21	2,569	285	38 MFMK	244
HUKUKEN MARU	20	2,558	285	38 MFMK	244
KANAN MARU	20	2,567	285	38 MFMK	244
KISYU MARU	20	2,549	285	38 MFMK	244
SEIKYO MARU	21	2,565	285	38 MFMK	244
TYOSA MARU	21	2,538	285	38 MFMK	244
LIMA MARU	20	6,989	445	38 MFKM	246
LISBON MARU	20	7,053	445	38 MFKM	246
LYONS MARU	20	7,018	445	38 MFKM	246
MAEBASI MARU	21	7,005	445	38 MFKM	246
MATUE MARU	21	7,061	445	38 MFKM	246
MATUMOTO MARU	21	7,025	445	38 MFKM	246
MITO MARU	21	7,061	445	38 MFKM	246
TAKAOKA MARU	20	7,007	445	38 MFKM	246
TAKETOYO MARU	20	6,965	445	38 MFKM	246
TATUNO MARU	16	6,960	445	38 MFKM	246
TAZIMA MARU	16	6,995	445	38 MFKM	246
TOBA MARU	16	6,995	445	38 MFKM	246
TOKIWA MARU	16	6,972	445	38 MFKM	246
TOYAMA MARU	15	7,090	445	38 MFKM	246
TOYOHASI MARU	15	7,031	445	38 MFKM	246
TOYOOKA MARU	15	7,098	445	38 MFKM	246
TURUGA MARU	16	6,988	445	38 MFKM	246
TUYAMA MARU	16	6,963	445	38 MFKM	246
TUSIMA MARU	14	6,754	444	38 MFKM	246
ARGUN MARU	20	6,662	415	38 MFKM	247
TAIBUN MARU	20	6,581	415	38 MFKM	247
TOMISLAV	28	5,387	403	38 MFKM	247
TOSEI MARU	26	5,484	400	38 MFKM	236
TENSIN MARU	18	4,236	381	38 MFKM	248
RYOKAI MARU	11	4,655	380	38 MFKM	224
HOKUZYU MARU	18	4,246	380	38 MFKM	248
SEIZAN MARU	18	4,233	380	38 MFKM	248
BATAVIA MARU	19	4,393	345	38 MFKM	248
GANGES MARU	18	4,382	345	38 MFKM	248
HEIMEI MARU	19	4,364	345	38 MFKM	248
HIBURI MARU	19	4,365	345	38 MFKM	248
HOKURYU MARU	17	4,378	345	38 MFKM	248
INDUS MARU	18	4,361	345	38 MFKM	248
KAIRYU MARU	22	4,365	345	38 MFKM	248
KAYO MARU	23	4,368	345	38 MFKM	248
MEIKO MARU	18	4,383	345	38 MFKM	248
SURABAYA MARU	19	4,391	345	38 MFKM	248
TAIRAI MARU	25	4 274	345	38 MFKM	248
TONAN MARU	21	4,370	345	38 MFKM	248
TOSEI MARU	19	4,364	345	38 MFKM	248
YAMATO MARU	17	4,379	345	38 MFKM	248
KINRYO MARU	05	4,390	370	38 MMFMM	249
HAGUE MARU	20	5,642	407	38 MFKMK	249
HAVANA MARU	20	5 652	407	38 MFKMK	249
HAVRE MARU	20	5,652	407	38 MFKMK	249
HOKUSIN MARU	20	5 820	407	38 MFKMK	249
KOSIN MARU	24	5,485	407	38 MFKMK	249
GYOKO MARU	10	5,342	405	38 MFKMK	250
RISSYUN MARU	06	4,441	370	38 MFKMK	250
HAKONESAN MARU	29	6,674	438	38 MKFKM	251
HAKUBASAN MARU	28	6,650	438	38 MKFKM	251
ZYOGU MARU	06	4,803	369	38 KMFMK	252
YAHIKO MARU	26	5,747	417	38 KMFKM	252
FLORIDA MARU	25	5,845	405	38 KMFKM	253
XXVIII OTTOBRE	29	4,888	405	38A MFM	254
HAKUSA	14	3 841	370	38A MFM	255
KUROHIME MARU	20	4,697	385	38A MFM	254
EIZAN MARU	13	4,702	383	38A MFM	254
AKIBASAN MARU	24	4 607	375	38A MFKM	256
HOEISAN MARU	18	6,032	407	38A MFKMK	257
KAISYO MARU	18	6,070	407	38A MFKMK	257
KOTURYU MARU	21	6,113	407	38A MFKMK	257
KOTOHIRA MARU	18	6,101	407	38A MFKMK	257
TEMPEI MARU	18	6,095	407	38A MFKMK	257
HAVELLAND	21	6,334	449	40 MFKM	258
KURAMA MARU	31	6,789	438	43 MKKMK	259
TONGKING	14	6,645	410	44 MMMM	260
SYOHEI MARU	31	7,256	437	44 MKMK	261
TAIHEI MARU	28	6,285	413	44 KMMK	262

TAIZIN MARU (ex Hallfried)

Tonnages:
Gross: 5,155 D. W.: 7,830
Length:
W. L. (B. P.): 375′ O. A.:
Beam: 51′
Drafts:
Loaded: 25′ 11″ Light: 8′ 7″
Speed:
Normal cruising: 9 Max.: 11
Potential naval value: AP, AK, AS
Remarks:

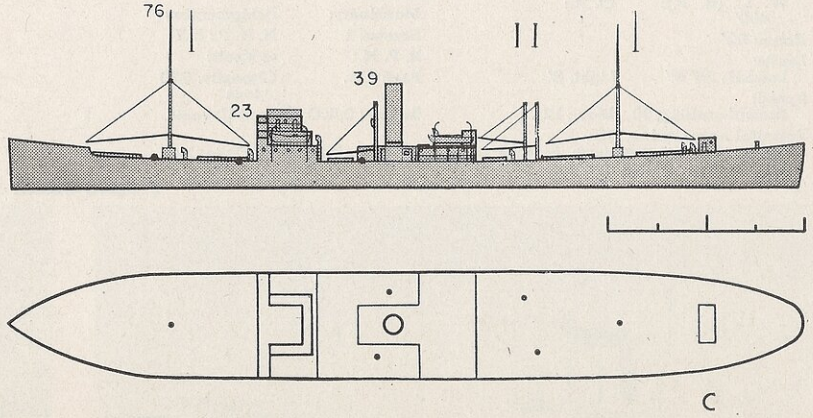
Constructed:
1922 Holland
Propulsion:
Machinery: Diesel
Screws: 2 N. H. P.: 563
R. P. M.: @ Knots:
Fuel: Oil Capacity: 1,011
Radius: 31,000 miles at 9 knots.



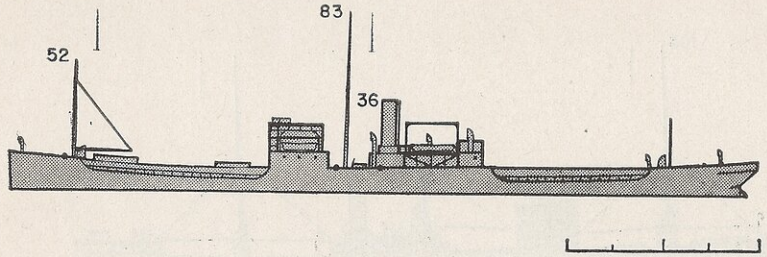
RYUUN MARU

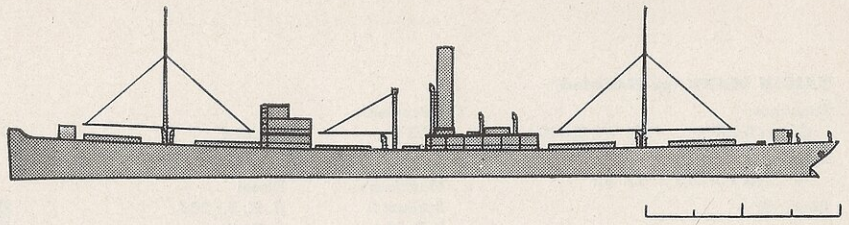
Tonnages:
Gross: 6,538 D. W.: 10,760
Length:
W. L. (B. P.): 412′ O. A.:
Beam: 56′
Drafts:
Loaded: 28′2″ Light: 8′
Speed:
Normal cruising: 10 Max: 11
Potential naval value: AP, AK
Remarks:

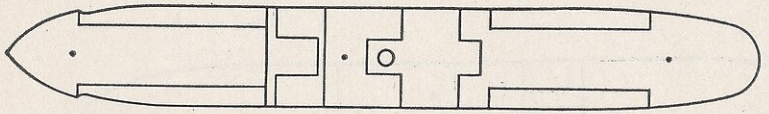
Constructed:
1918 Great Britain
Propulsion:
Machinery: Reciprocating
Screws: 1 N. H. P.: 517
R. P. M.: O Knots:
Fuel: Coal Capacity: 2,357 tons
Radius: 13,400 miles at 10 knots.



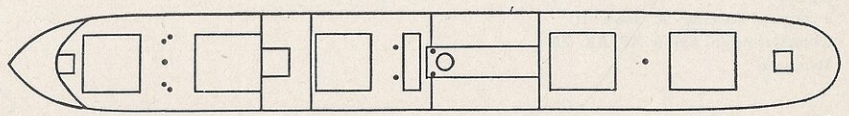
30 MMF **30 MFM**







B



C

DAISIN MARU
MITU MARU

Tonnages:
Gross: 5,682–878 D. W.: 8,300–473
Length:
W. L. (B. P.): 400′ O. A.:
Beam: 52′
Drafts:
Loaded: 25′ 6″ Light: 8′
Speed:
Normal cruising: 10 Max.: 12
Potential naval value: AO.
Remarks: Carries petroleum in bulk, converted from freighter. Capacity, 60,000 bbls. Trunk decked.

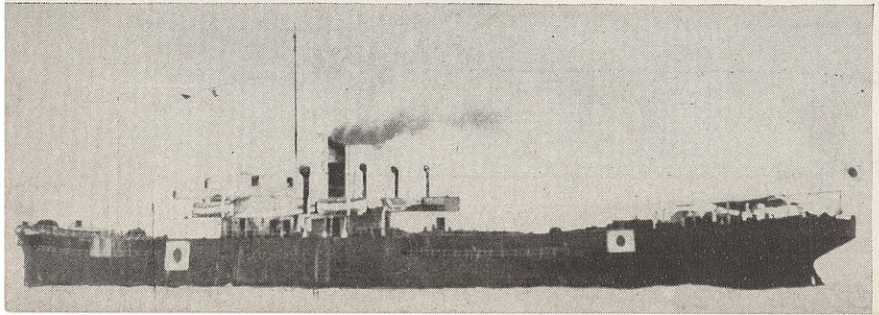
Constructed:
1919 Great Britain
Propulsion:
Machinery: Reciprocating
Screws: 1 N. H. P.: 517
R. P. M.: @ Knots:
Fuel: Oil. Capacity: 820 tons
Radius: 8,600 miles at 10 knots.

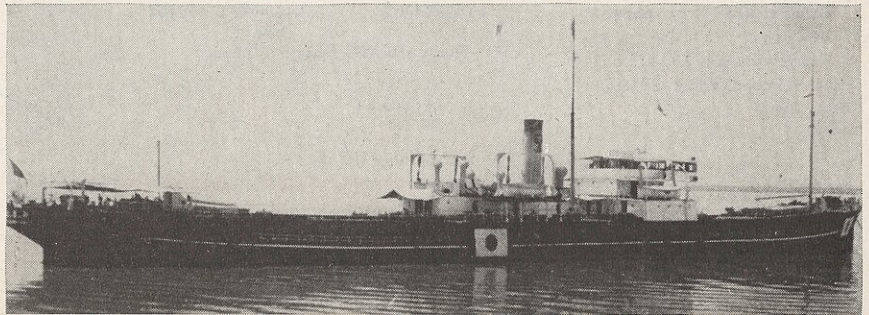
NITIAN MARU
NITIHO MARU

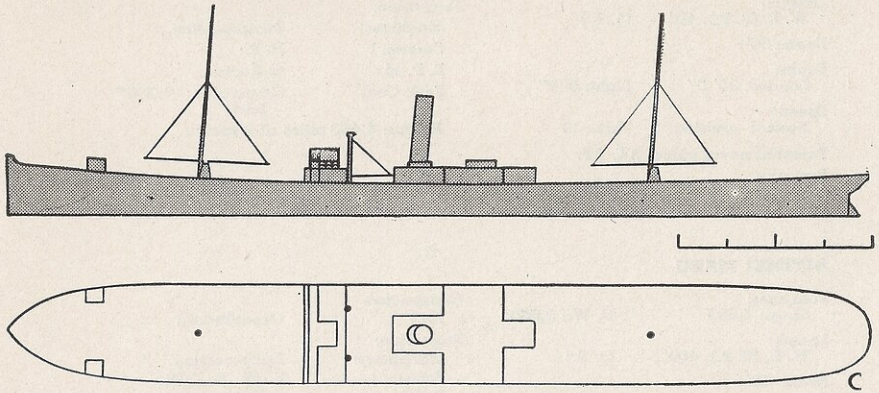
Tonnages:
Gross: 6,198–6,363 D. W.: 11,185
Length:
W. L. (B. P.): 440′ O. A.:
Beam:
Drafts:
Loaded: 25′ 3″ Light: 8′
Speed:
Normal cruising: 10 Max.: 11
Potential naval value: AK, AP.
Remarks:

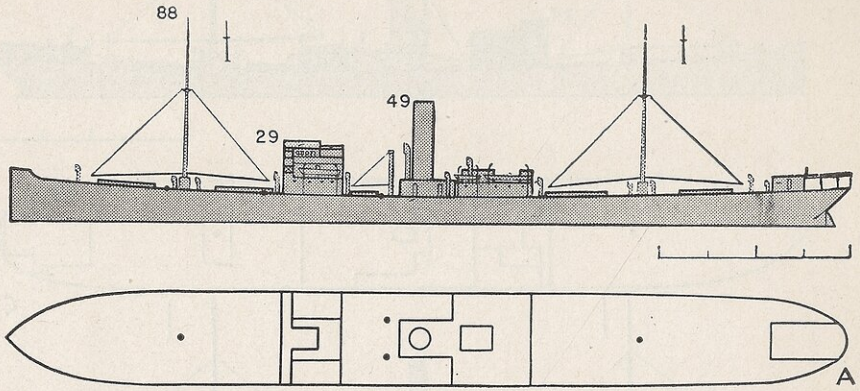
Constructed:
1912 Great Britain
Propulsion:
Machinery: Reciprocating
Screws: 1 N. H. P.: 340
R. P. M.: @ Knots:
Fuel: Coal Capacity: 1,144 tons
Radius: 7,440 miles at 10 knots.

▼ MITU MARU ▼









RYOKA MARU

Tonnages:
Gross: 5,308 D. W.: 9,000
Length:
W. L. (B. P.): 412′ O. A.
Beam: 52′
Drafts:
Loaded: 26′ 6″ Light: 9′ 6″
Speed:
Normal cruising: 8½ Max.: 9½

Potential naval value: AK, AP.
Remarks:

Constructed:
1903 Great Britain

Propulsion:
Machinery: Reciprocating
Screws: 1 N. H. P.: 418
R. P. M.: @ Knots:
Fuel: Coal Capacity: 1,566 tons
Radius: 9,600 miles at 8½ knots.

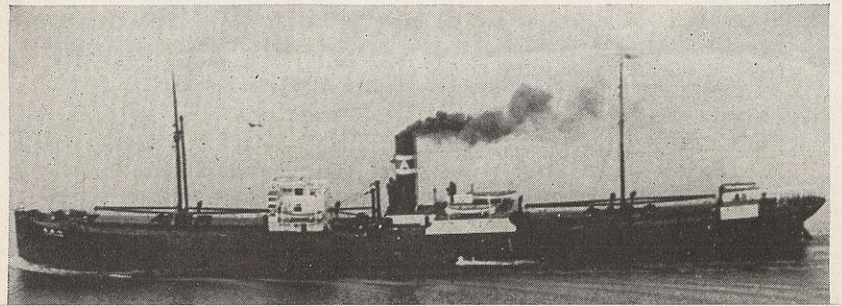
GENOA MARU
SYUNKO MARU, TAMAHOKO MARU, YAE MARU, YURI MARU

Tonnages:
Gross: 6,780–7 D. W.: 10,923–11,044
Length:
W. L. (B. P.): 425′ O. A.:
Beam: 54′
Drafts:
Loaded: 28′ 6″ Light: 8′ 6″
Speed:
Normal cruising: 10 Max.: 13
Potential naval value;: AP, AK.
Remarks:

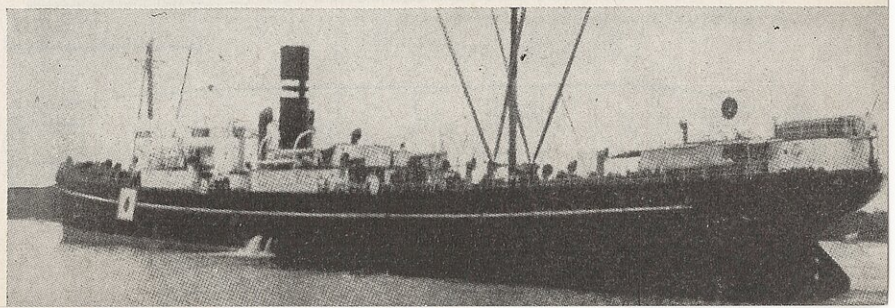
Constructed:
1919–20 Japan

Propulsion:
Machinery: Reciprocating
Screws: 1 N. P. H.: 555–580
R. P. M.: @ Knots:
Fuel: Coal Capacity: 2,300 tons
Radius: 15,000 miles at 10 knots.

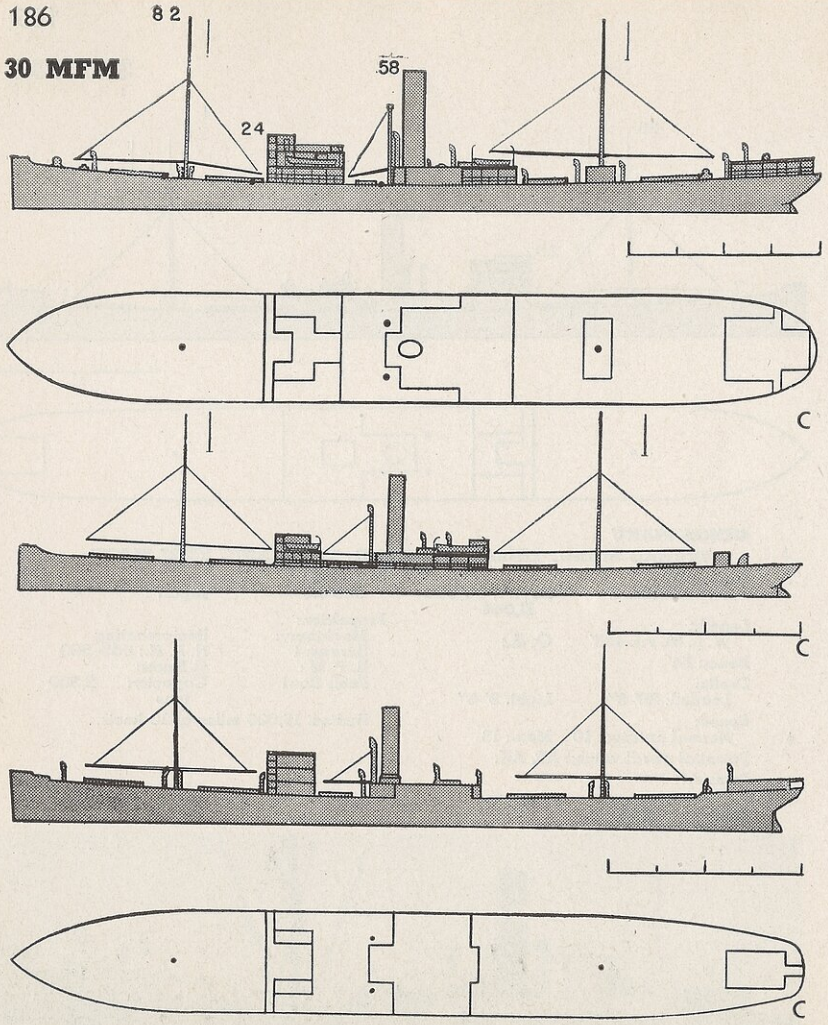
SYUNKO MARU ▼



GENOA MARU ▼



30 MFM



NISSYU MARU (ex TAMAKI MARU)

Tonnages: Gross: 7,786 D. W.: 11,650
Length: W. L. (B. P.): 411′ O. A.:
Beam: 56′
Drafts: Loaded: 30′ 5″ Light: 9′ 7″
Speed: Normal cruising: 9 Max.: 10
Potential naval value: AK, AP.
Remarks:

Constructed: 1917 United States
Propulsion: Machinery: Reciprocating
Screws: 1 H. P.:
R. P. M.: @ Knots:
Fuel: Coal Capacity: 1,200 tons
Radius: 6,480 miles at 9 knots

NITIMEI MARU

Tonnages: Gross: 4,693 D. W.: 9,060
Length: W. L. (B. P.): 400′ O. A.:
Beam: 52′
Drafts: Loaded: 25′ Light: 7′
Speed: Normal cruising: 9½ Max.: 10½
Potential naval value: AP, AK.
Remarks:

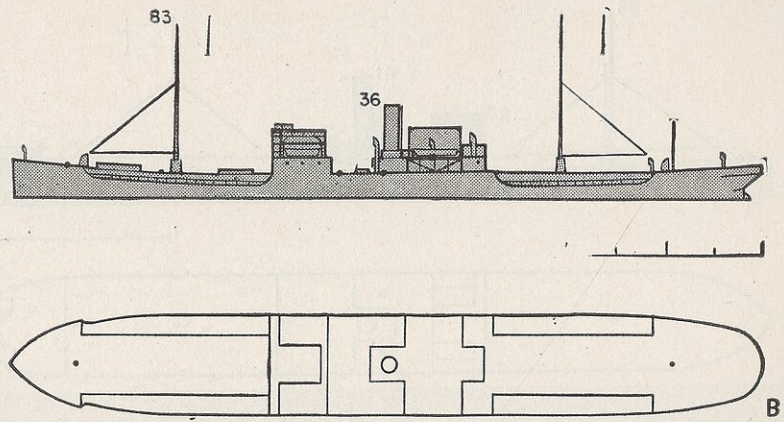
Constructed: 1912 Great Britain
Propulsion: Machinery: Reciprocating
Screws: 1 N. H. P.: 339
R. P. M.: @ Knots:
Fuel: Coal Capacity: 1,405
Radius: 10,000 miles at 9½ knots

SUGIYAMA MARU

Tonnages: Gross: 4,379 D. W.: 8,386
Length: W. L. (B. P.): 405′ O. A.:
Beam: 53′
Drafts: Loaded: 25′ 1″ Light: 8′
Speed: Normal cruising: 9½ Max.: 10½
Potential naval value: AP, AK.
Remarks:

Constructed: 1914 Great Britain
Propulsion: Machinery: Reciprocating
Screws: 1 N. H. P.: 559
R. P. M.: @ Knots:
Fuel: Coal Capacity: 1,153
Radius: 9,100 miles at 9 knots.

ONI 208-J RESTRICTED



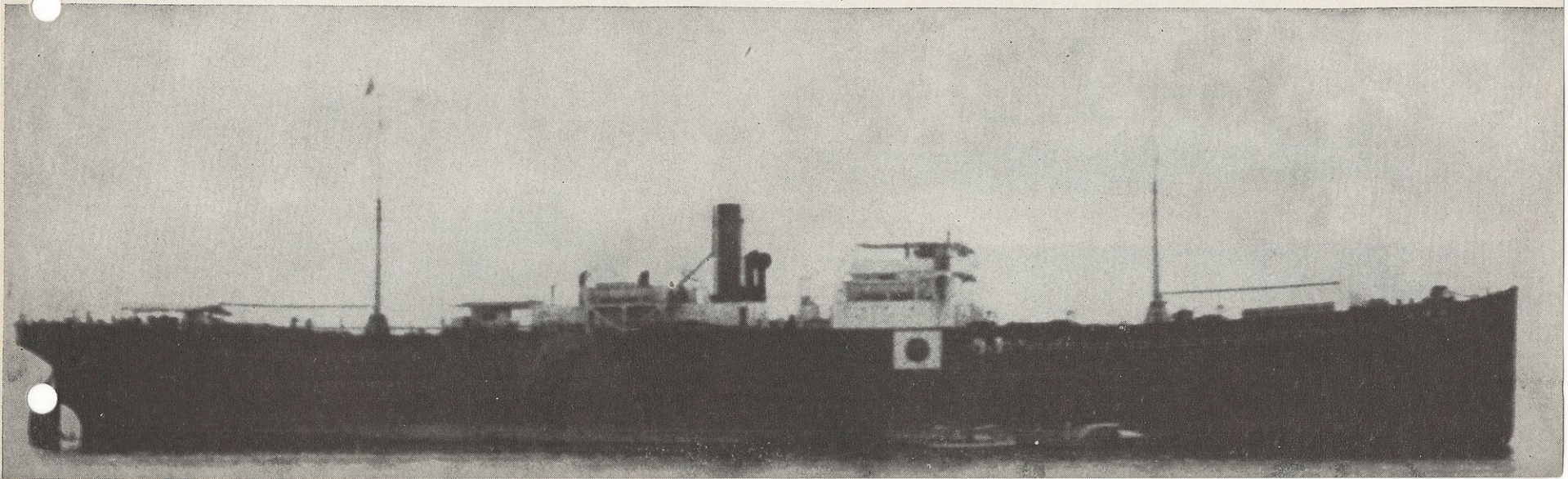
HOKKI MARU

Tonnages:
Gross: 5,601 D. W.: 8,480
Length:
W. L. (B. P.): 400' O. A.:
Beam: 52'
Drafts:
Loaded: 25' 7" Light: 8'
Speed:
Normal cruising: 10 Max.: 12
Potential naval value: AO.

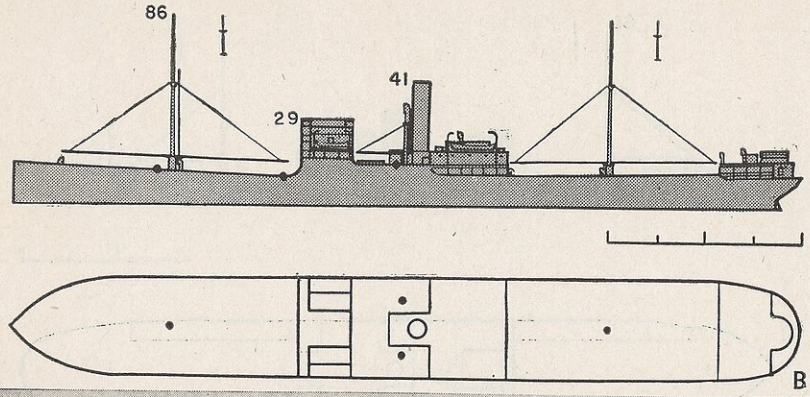
Constructed:
1919 Great Britain
Propulsion:
Machinery: Reciprocating
Screws: 1 N. H. P.: 517
R. P. M.: @ Knots:
Fuel: Oil Capacity: 820
Radius: 8,600 miles at 10 knots

Remarks: Carries petroleum in bulk; converted from freighter. Capacity, 53,117 barrels. Trunk decked.

HOKKI MARU ▼



30 MFM

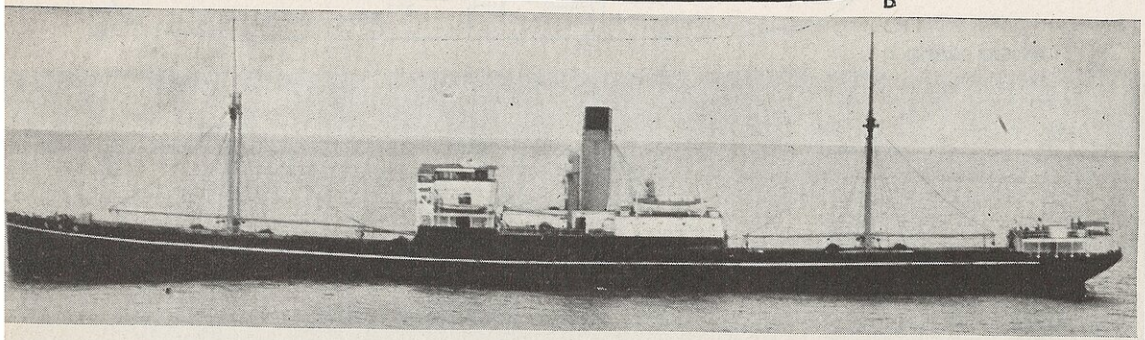


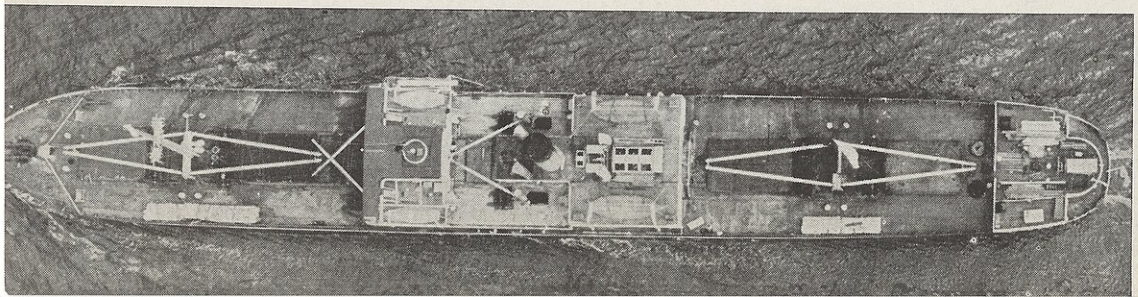
RYUYO MARU

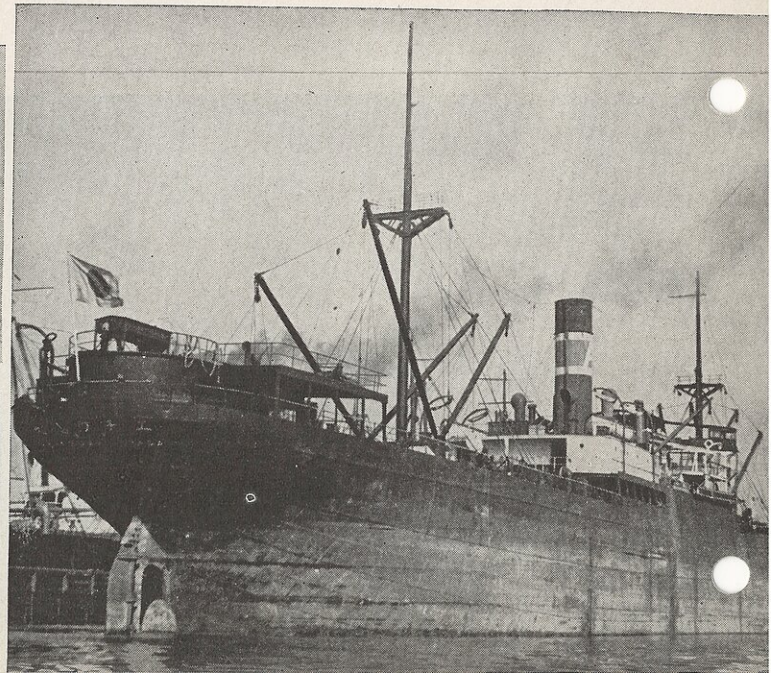
Tonnages:
Gross: 6,707 D. W.: 10,479
Length:
W. L. (B. P.): 400' O. A.:
Beam: 54'
Drafts:
Loaded: 29' 4" Light: 8' 10"
Speed:
Normal cruising: 9 Max.: 11

Potential naval value: AP, AK.
Remarks:

Constructed:
1920 Japan
Propulsion:
Machinery: Reciprocating
Screws: 1 N. H. P.: 540
R. P. M.: @ Knots:
Fuel: Coal Capacity: 1,814
Radius: 12,300 miles at 9 knots







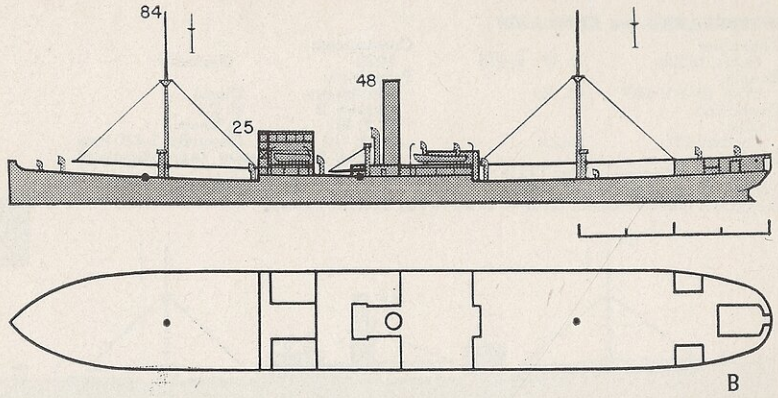
ADEN MARU

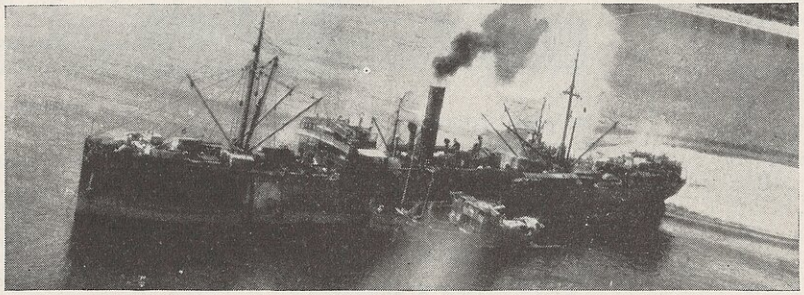
ATLANTIC MARU, BELGIUM MARU, BORNEO MARU, BURMA MARU, BRAZIL MARU, CELEBES MARU, CHILE MARU, CHINA MARU, DENMARK MARU, EIHUKU MARU, ENGLAND MARU, FRANCE MARU, GLASGOW MARU, GOKOKU MARU, HITERU MARU, HOHUKU MARU, HOLLAND MARU, INDIA MARU, ITALY MARU, KARACHI MARU, KEIHUKU MARU, KINKAI MARU, LIVERPOOL MARU, MANTAI MARU, MANZYU MARU, MIDORI MARU, NAGATO MARU, NAPLES MARU, NIKKI MARU, NORWAY MARU, OHIO MARU, OREGON MARU, PACIFIC MARU, SAN FRANCISCO MARU, SINGAPORE MARU, SINSEI MARU #1, SUMATRA MARU, THAMES MARU, TIHUKU MARU, TOHUKU MARU, UME MARU, VICTORIA MARU

Tonnages:
Gross: 5,824–901 D. W. 9,009–168
Length:
W. L. (B. P.): 385′ O. A.:
Beam: 51′
Drafts:
Loaded: 27′ Light: 8′
Speed:
Normal cruising: 10–11 Max.: 12–13½

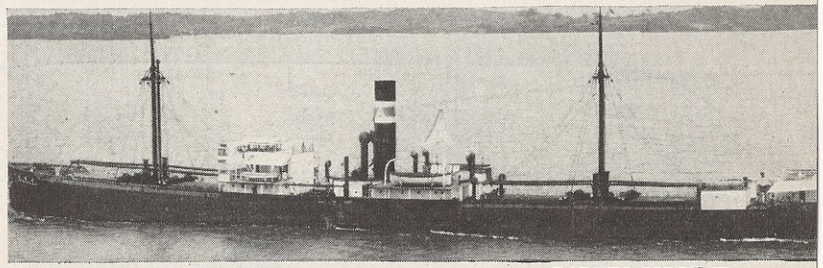
Constructed:
1918–20 Japan
Propulsion:
Machinery: Reciprocating
Screws: 1 N. H. P.: 440
R. P. M.: 81 @ Knots 13½
Fuel: Coal or oil Capacity: Approximately 2,000 tons coal
Radius: Approximately 13,000 miles at 10 knots

Potential naval value: AP, AK, AS.
Remarks: All vessels have same basic lines, differing, only, in bulwark at bow, house at stern.

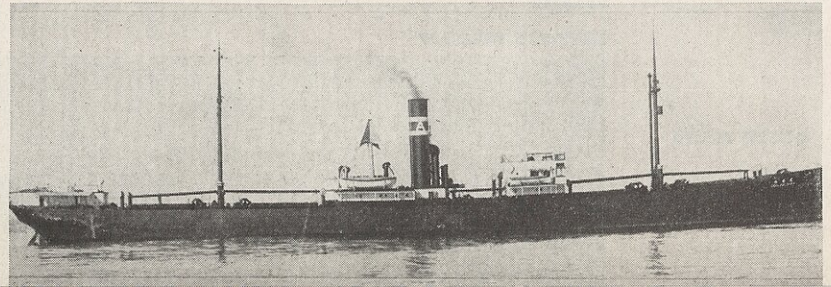


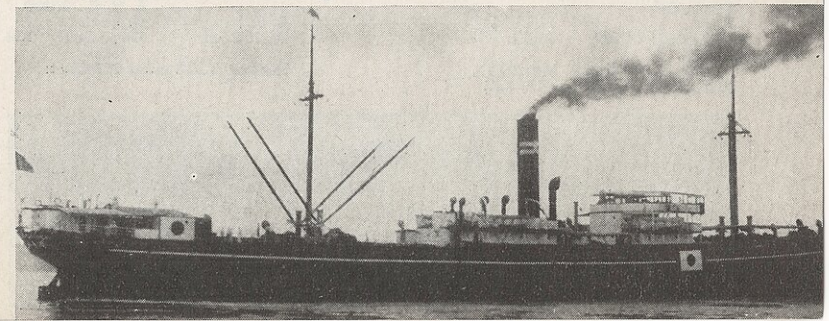


▲ GLASGLOW MARU ▲ BELGIUM MARU BRAZIL MARU ▼



SAN FRANCISCO MARU ▲ BORNEO MARU ▼



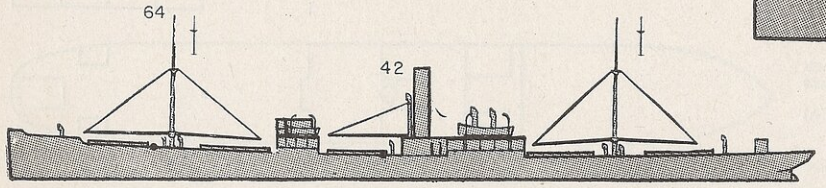


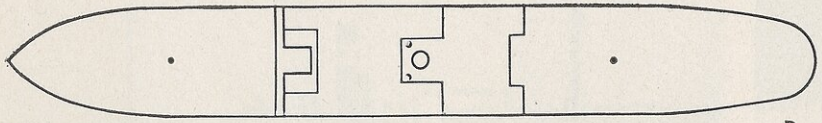
30 MFM 30 MFMK

WESSERLAND (ex ERMLAND)

Tonnages:
Gross: 6,528 D. W.: 9,475
Length:
W. L. (B. P.): 449' O. A.:
Beam: 58'
Drafts:
Loaded: 25' Light:
Speed:
Normal cruising: 11 Max.: 12½
Potential naval value: AP, AK.
Remarks: German vessel believed to be in Far Eastern waters.

Constructed:
1922 Germany
Propulsion:
Machinery: Diesel
Screws: 2 H. P.:
R. P. M.: @ Knots:
Fuel: Oil Capacity: 1,420 tons
Radius: 20,000 miles (approximately)

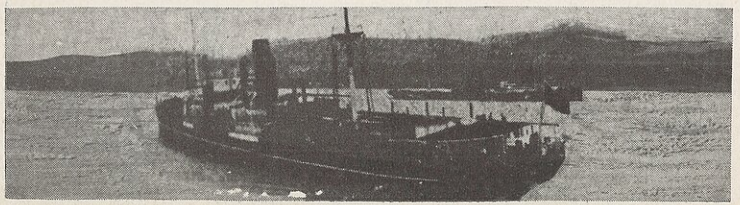




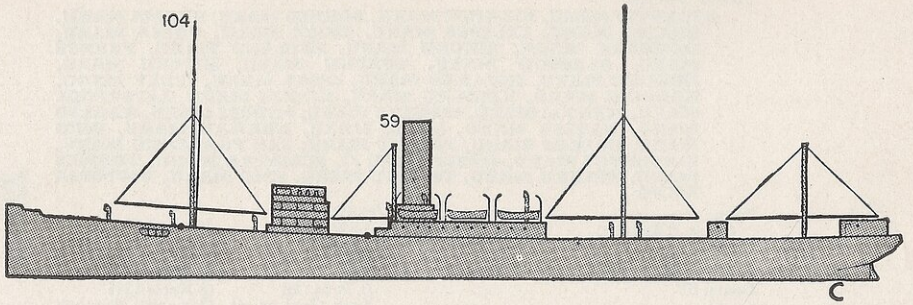
KIYO MARU

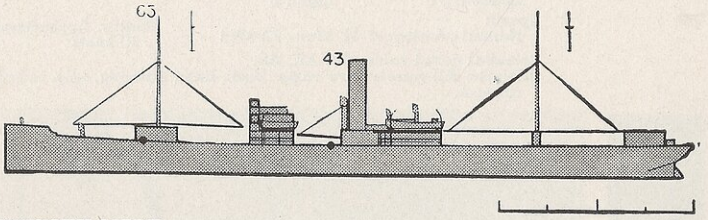
Tonnages:
Gross: 4,428 D. W.: 8,600
Length:
W. L. (B. P.): 390' O. A.:
Beam: 54'
Drafts:
Loaded: 24' 8" Light:
Speed:
Normal cruising: 9 Max.: 10½
Potential naval value: AP, AK.

Constructed:
1912 Great Britain
Propulsion:
Machinery: Reciprocating
Screws: 1 N. H. P.: 339
I. H. P.: 2,000
R. P. M.: @ Knots:
Fuel: Coal Capacity: 788 tons
Radius: 5,200 miles at 9 knots



◀ KIYO MARU



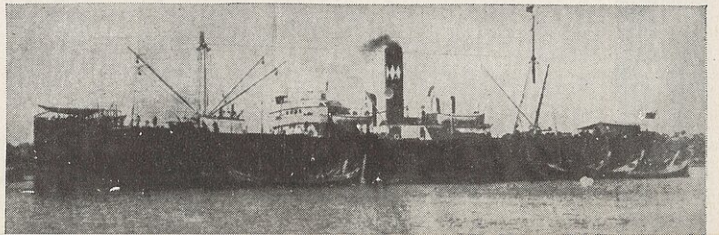


NITTOKU MARU

Tonnages:
Gross: 3,591 D. W.: 7,300
Length:
W. L. (B. P.): 350' O. A.:
Beam: 52'
Drafts:
Loaded: 23' 10" Light: 7' 4"
Speed:
Normal cruising: 9 Max.: 10
Potential naval value: AK.
Remarks:

Constructed:
1905 Great Britain
Propulsion:
Machinery: Reciprocating
Screws: 1 N. H. P.: 337
R. P. M.: @ Knots:
Fuel: Coal Capacity: 283 tons
Radius: 2,400 miles at 9 knots

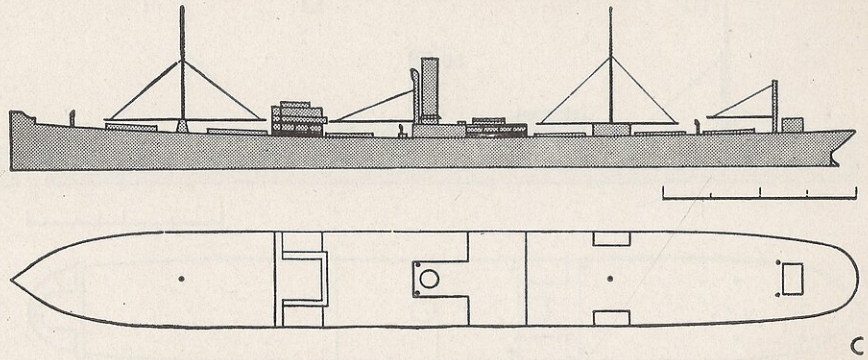
NITTOKU MARU ▼



NITTAI MARU

Tonnages:
Gross: 6,484 D. W.: 10,880
Length:
W. L. (B. P.): 420' O. A.
Beam: 54'
Drafts:
Loaded: 23' 6" Light: 7' 10'
Speed:
Normal cruising: 9½ Max.: 10½
Potential naval value: A K, AP.
Remarks:

Constructed:
1921 Great Britain
Propulsion:
Machinery: Reciprocating
Screws: 1 N. H. P.: 577
R. P. M.: @ Knots:
Fuel: Coal Capacity: 1,131 tons
Radius: 9,800 miles at 9 knots.

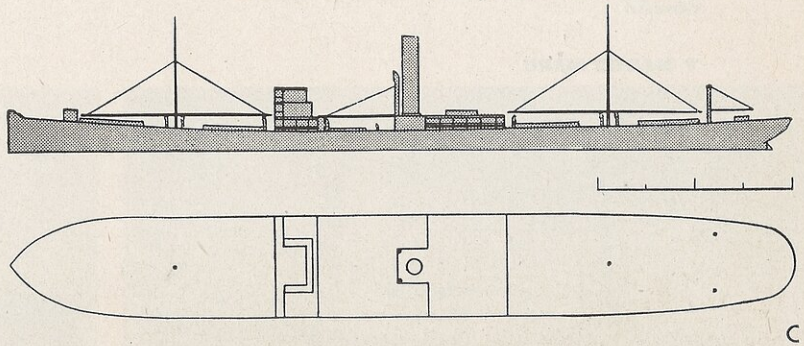


C

YAMABUKI MARU

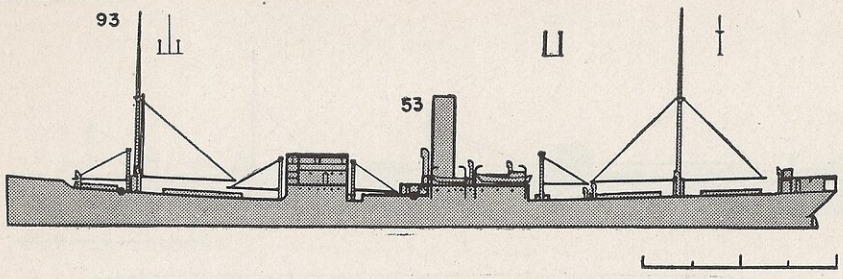
Tonnages:
Gross: 5,079 D. W.: 9,100
Length:
W. L. (B. P.): 405' O. A.:
Beam: 55'
Drafts:
Loaded: 24' 8" Light: 7' 8"
Speed:
Normal cruising: 9½ Max.: 10
Potential naval value: AB, AK
Remarks:

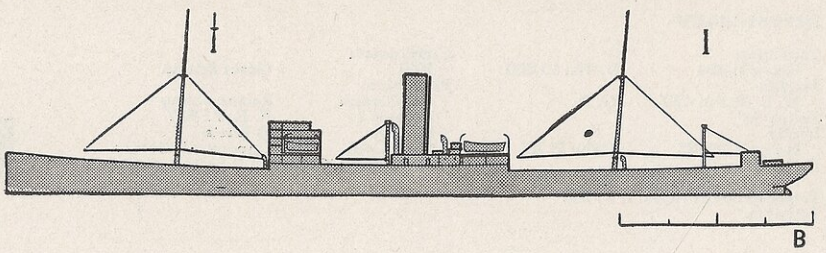
Constructed:
1930 Great Britain
Propulsion:
Machinery: Reciprocating
Screws: 1 N. H. P.: 441
R. P. M.: @ Knots:
Fuel: Coal Capacity: 1,912
Radius: 13,200 miles at 9½ knots.

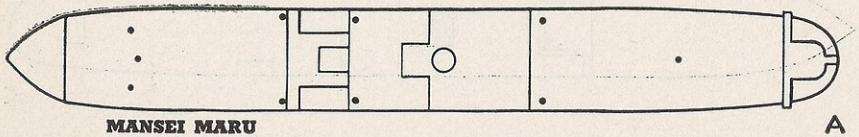


C

30 MFKM **30 MFMK**







MANSEI MARU

Tonnages:
Gross: 7,770 D. W.: 12,136
Length:
W. L. (B. P.): 425' O. A.:
Beam: 56'
Drafts:
Loaded: 31' 2" Light: 9' 2"
Speed:
Normal cruising: 9½ Max.: 11
Potential naval value: AP, AK.
Remarks:

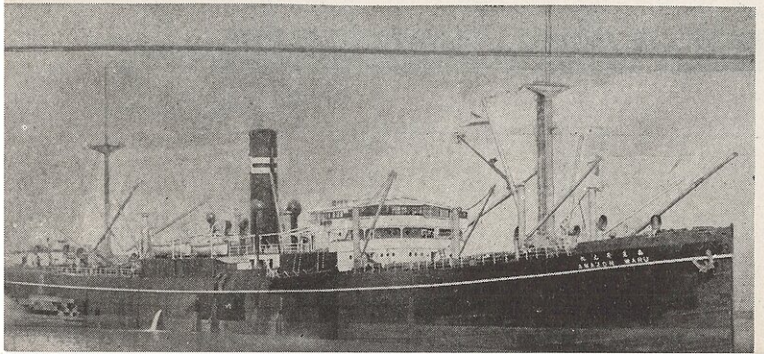
Constructed:
1919 Japan
Propulsion:
Machinery: Reciprocating
Screws: 2 N. H. P.: 655
R. P. M.: @ Knots:
Fuel: Coal Capacity: 2,867 tons
Radius: 15,000 miles at 9½ knots.

ZUISYO MARU

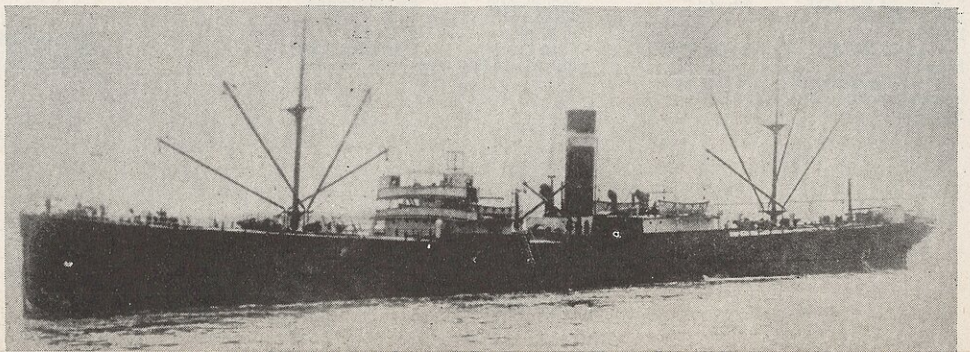
Tonnages:
Gross: 5,289 D. W.: 8,430
Length:
W. L. (B. P.): 409' O. A.:
Beam: 52'
Drafts:
Loaded: 25' 5" Light: 11'
Speed:
Normal cruising: 9½ Max.: 10½
Potential naval value: AK, AP
Remarks:

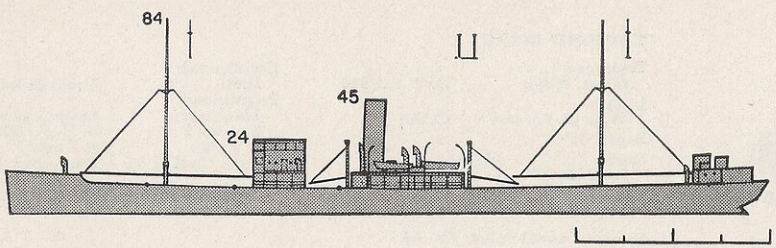
Constructed:
1912 Great Britain
Propulsion:
Machinery: Reciprocating
Screws: 1 N. H. P.: 536
R. P. M.: @ Knots:
Fuel: Coal Capacity: 1,368
Radius: 8,400 miles at 9 knots.

▼ **MANSEI MARU**



ZUISYO MARU ▼





B

DAINITI MARU

Tonnages:
Gross: 5,813 D. W.: 8,903

Length:
W. L. (B. P.): 385′ O. A.:

Beam: 51′

Drafts:
Loaded: 27′ Light: 8′

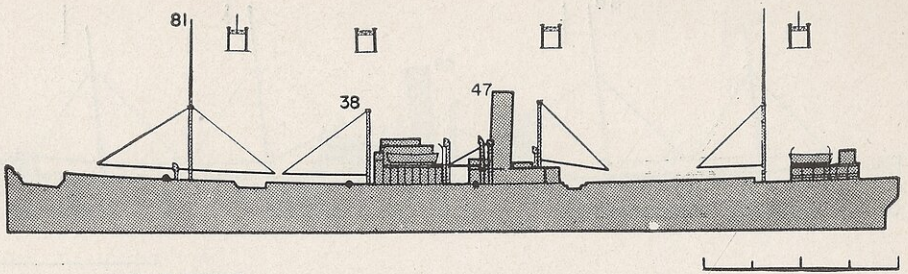
Speed:
Normal cruising: 10 Max.: 11½

Potential naval value: AK, AP.

Remarks: Also burns coal.

Constructed:
1922 Japan

Propulsion:
Machinery: Reciprocating
Screws: 1 N. H. P.: 488
R. P. M.: 72 @ Knots: 11½
Fuel: Oil Capacity: 1,541 tons
Radius: 18,000 miles at 10 knots.



B

TONAN MARU

Tonnages:
Gross: 9,866 D. W.: 12,762

Length:
W. L. (B. P.): 460′ O. A.:

Beam: 60′

Drafts:
Loaded: 31′ Light: 13′

Speed:
Normal cruising: 11 Max.: 13

Potential naval value: AO, AS.

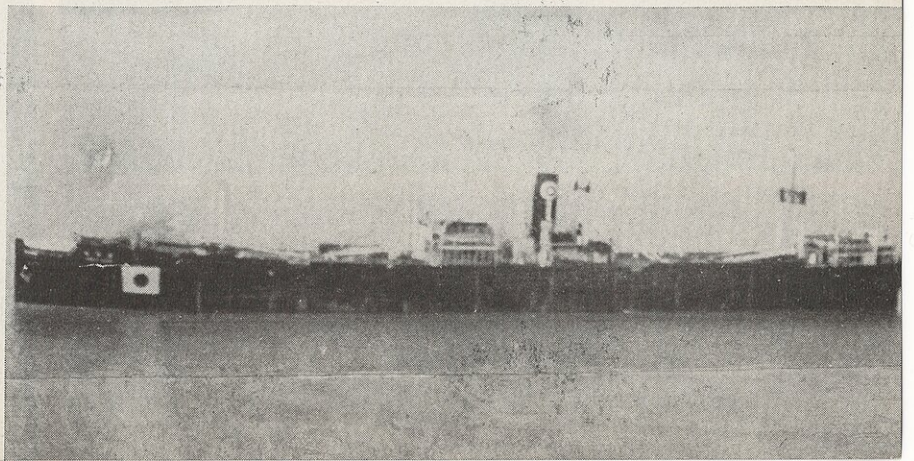
Remarks: Whale oil factory ship. Capacity, 53,300 barrels oil.

Constructed:
1906 Great Britain

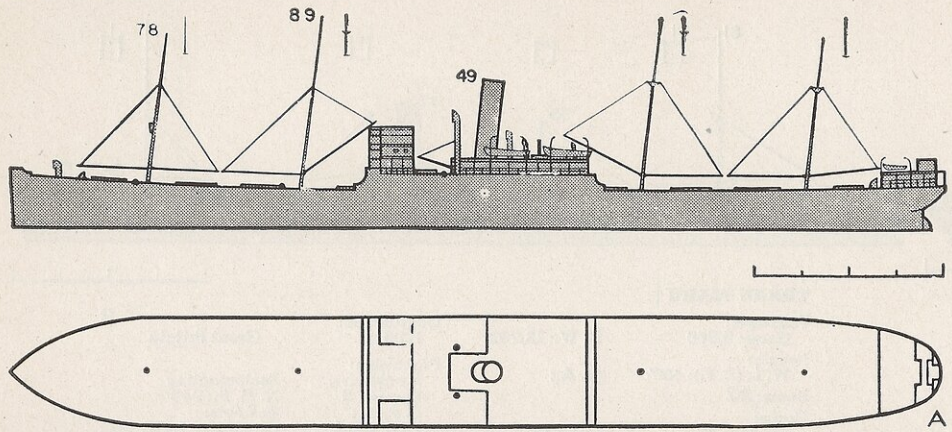
Propulsion:
Machinery: Reciprocating
Screws: 2 N. H. P.: 943
R. P. M.: @ Knots:
Fuel: Coal Capacity: 1,200 tons
Radius: 6,500 miles at 11 knots.

DAINITI MARU ▼

TONAN MARU ▼



30 MMFMM



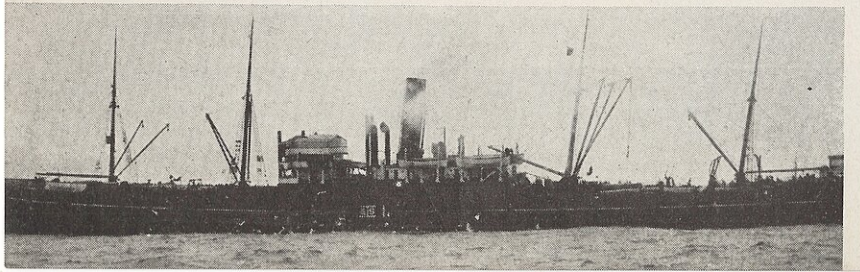
TAIHOKU MARU

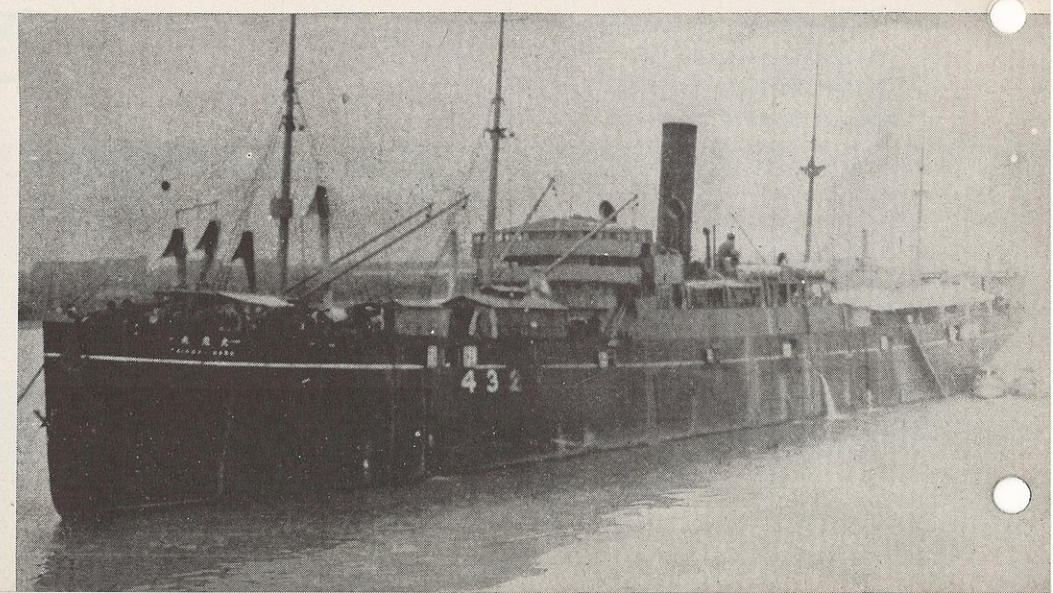
Tonnages:
Gross: 8,252 D. W.: 11,549
Length:
W. L. (B. P.): 484' O. A.:
Beam: 57'
Drafts:
Loaded: 29' Light: 12'
Speed:
Normal cruising: 10 Max.: 13

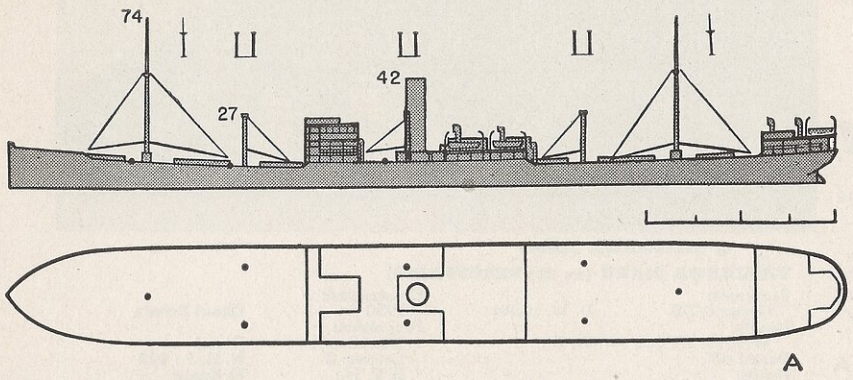
Potential naval value: AP, AK.

Remarks:

Constructed:
1899 Great Britain
Propulsion:
Machinery: Reciprocating
Screws: 1 N. H. P.: 690
R. P. M.: @ Knots:
Fuel: Coal or oil Capacity 1,447 tons coal; 991 tons oil
Radius: Approximately 14,000 miles at 10 knots.





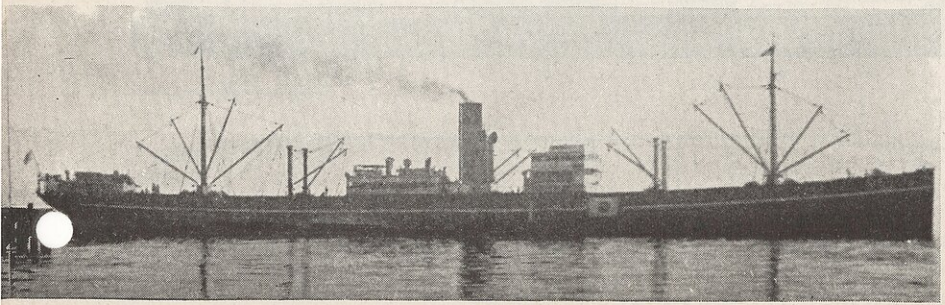


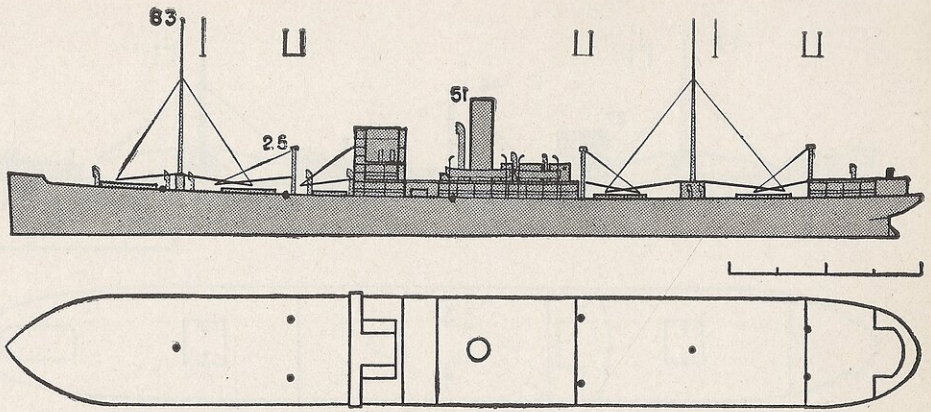
A

KYOKKO MARU
TYOKO MARU

Tonnages:
Gross: 6,783 D. W.: 10,692
Length:
W. L. (B. P.): 425′ O. A.:
Beam: 53′
Drafts:
Loaded: 28′ 6″ Light: 8′ 8″
Speed:
Normal cruising: 10 Max.: 11
Potential naval value: AP, AK.
Remarks: KYOKKO—Believed to be carrying oil in bulk.

Constructed:
1920 Japan
Propulsion:
Machinery: Reciprocating
Screws: 1 N. H. P.: 584
R. P. M.: 64 @ Knots: 10
Fuel: Coal Capacity: 1,500 tons
Radius: 9,600 miles at 10 knots.



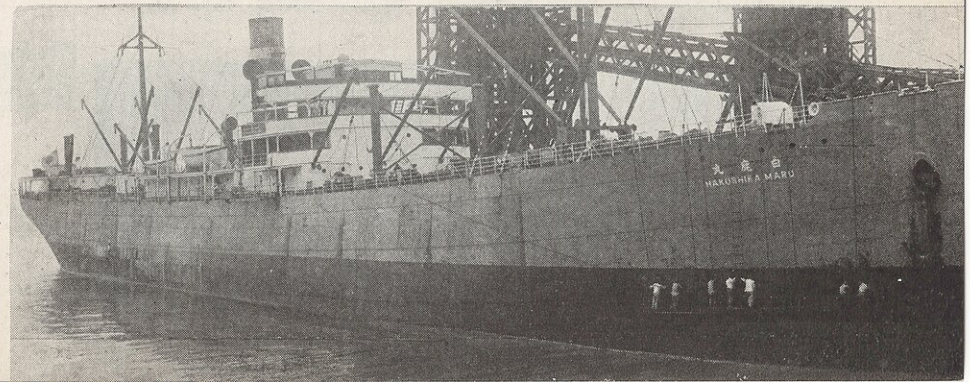


B

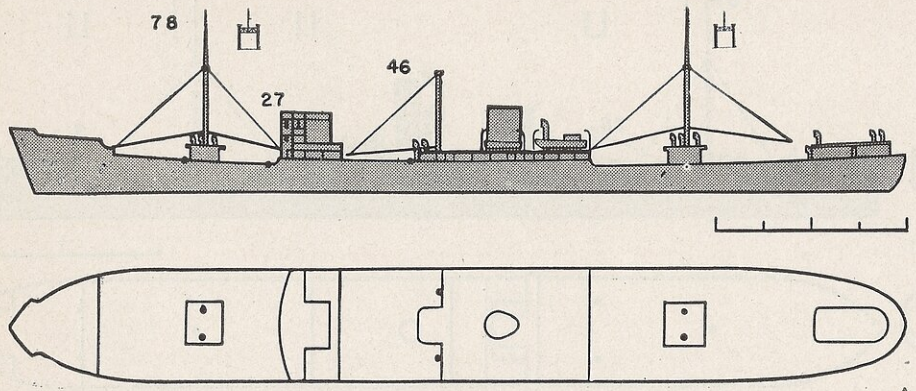
HAKUSIKA MARU
MEIU MARU

Tonnages:
Gross: 8,150–230 D. W.: 11,475–648
Length:
W. L. (B. P.): 445′ O. A.:
Beam: 58′
Drafts:
Loaded: 28′ 6″ Light: 9′ 6″
Speed:
Normal cruising: 10 Max.: 12
Potential naval value: AP, AK
Remarks:

Constructed:
1917 Japan
Propulsion:
Machinery: Reciprocating
Screws: 2 N. H. P.: 704
R. P. M.: @ Knots:
Fuel: Coal Capacity: 3,500 tons
Radius: 19,500 miles at 10 knots.



31 MFM 31 MFMK



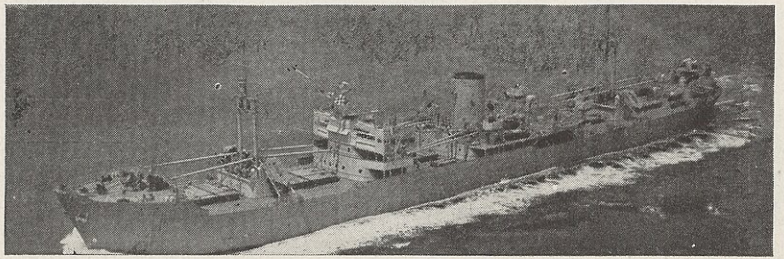
A

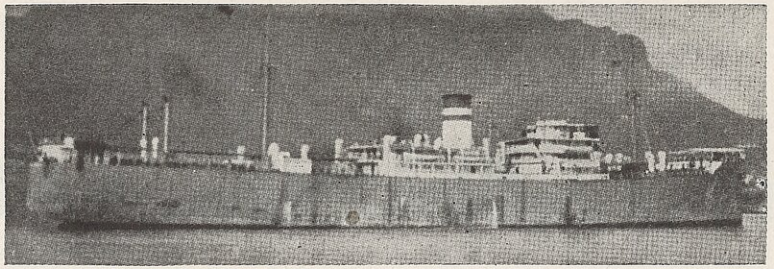
TEIHOKU MARU (ex PERSEE)

Tonnages:		Constructed:	
Gross: 5,795	D. W.: 9,100	1935	France
Length:		Propulsion:	
W. L. (B. P.): 447'	O. A.:	Machinery:	Diesel
Beam: 57'		Screws: 1	N. H. P.: 793
Drafts:			B. H. P.: 5,300
Loaded: 25'	Light:	R. P. M.:	@ Knots:
Speed:		Fuel: Oil	Capacity: 850 tons
Normal cruising: 14	Max.:	Radius:	

Potential Naval Value: AK, AP, AV, AS.

Remarks: Requisitioned from French by Japanese. Photo of CEPHEE. Sister ship, CEPHEE, operating under Free French flag. ▼





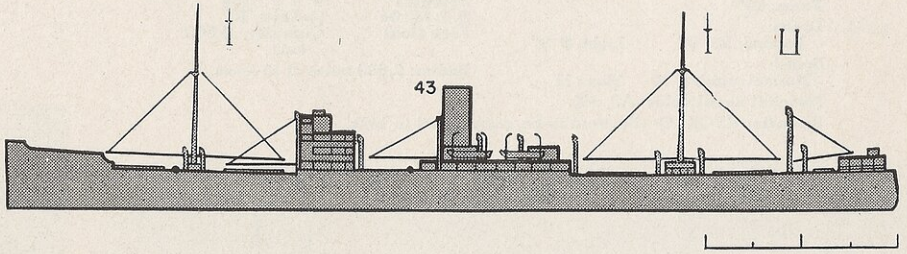
▲ YASUKAWA MARU

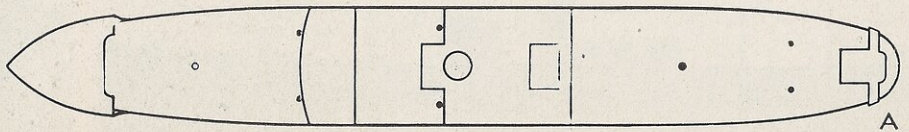
YASUKAWA MARU (ex SILVERCYPRESS)

Tonnages:		Constructed:	
Gross: 6,710	D. W. 10,191	1930	Great Britain
Length:		Propulsion:	
W. L. (B. P.): 455'	O. A.:	Machinery:	Diesel
Beam: 62'		Screws: 2	N. H. P.: 979
Drafts:		R. P. M.:	@ Knots:
Loaded: 26' 8"	Light: 8'	Fuel: Oil	Capacity: 4,000 tons
Speed:			
Normal cruising: 13	Max.: 16	Radius: 50,000 miles at 13 knots	

Potential naval value: AP, AK, AS.

Remarks: Burned and beached in 1937. Salvage purchased and recommissioned by Japanese. ▼





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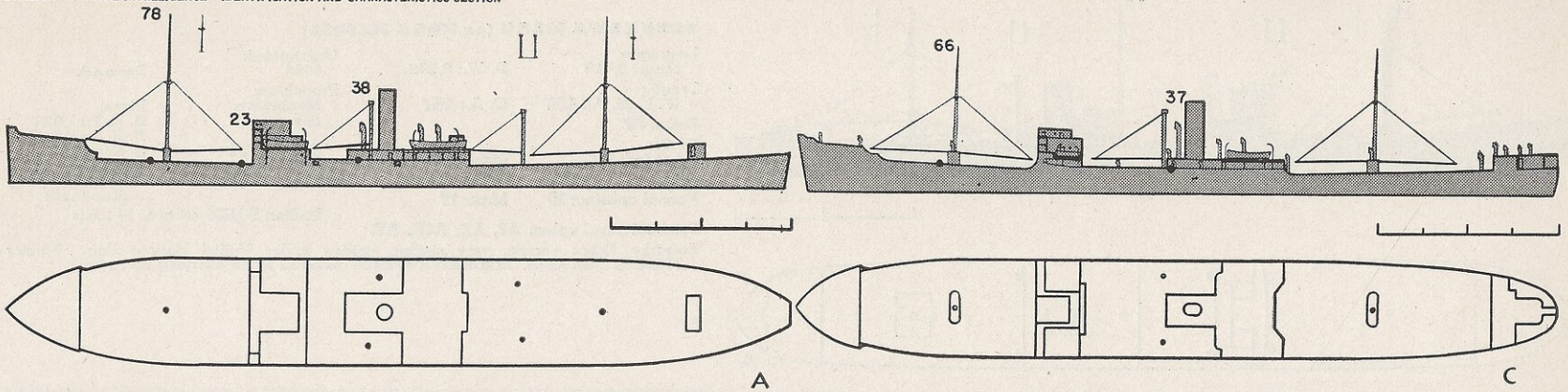
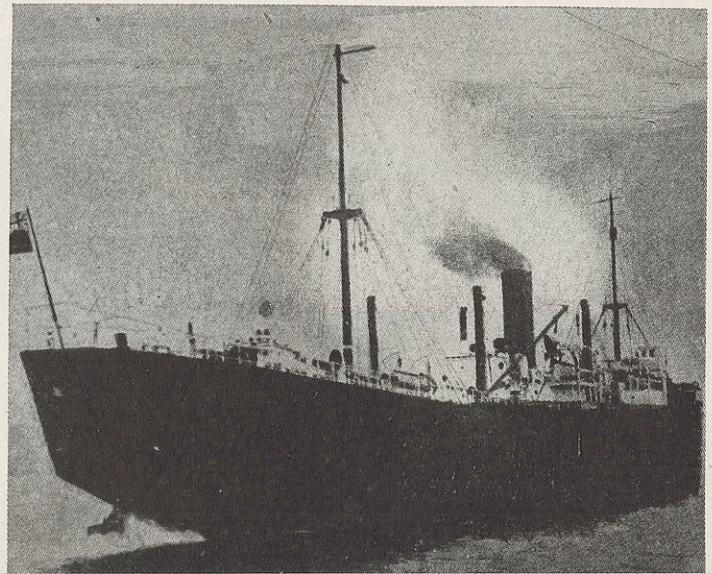


KINRYU MARU
SYORYU MARU

Tonnages:
Gross: 6,524 D. W.: 10,550
Length:
W. L. (B. P.): 413′ O. A.:
Beam: 56′
Drafts:
Loaded: 28′ 3″ Light: 7′ 11″
Speed:
Normal cruising: 10 Max.: 11
Constructed:
1920 Great Britain
Propulsion:
Machinery: Steam turbines
Screws: 1 N. H. P.: 678
R. P. M.: @ Knots:
Fuel: Coal Capacity: 933 tons
Radius: 5,500 miles at 10 knots
Potential naval value: AP, AK.
Remarks:

KINRYU MARU ▼

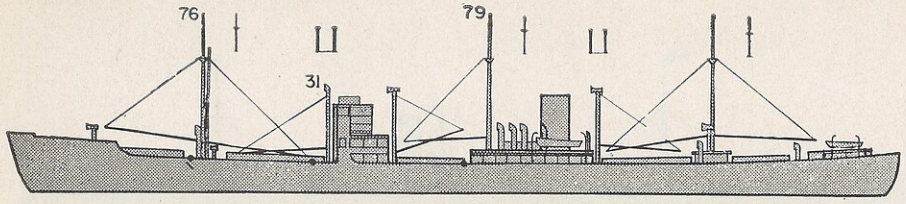


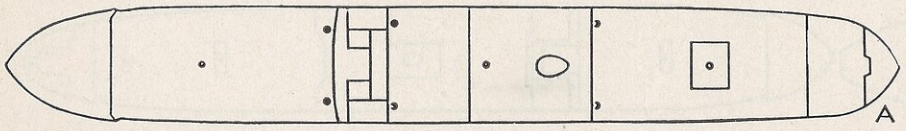
EUGENIE LIVANOS

Tonnages:
Gross: 4,816 D. W.: 9,030
Length:
W. L. (B. P.): 420 O. A.:
Beam: 57
Drafts:
Loaded: 25′ Light: 7′
Speed:
Normal cruising: 10½ Max.:
Constructed:
1936 Great Britain
Propulsion:
Machinery: Reciprocating
Screws: 1 N. H. P.: 460
R. P. M.: @ Knots:
Fuel: Oil Capacity:
Radius:

Remarks: Former Greek vessel believed to be in operation by the Japanese.

31 MKMFKM





TERUKAWA MARU (ex NORA MAERSK)

Tonnages:
Gross: 6,429 D. W.: 9,298

Length:
W. L. (B. P.): 458' O. A.: 482'

Beam: 58'

Drafts:
Loaded: 26' Light: 10½'

Speed:
Normal cruising: 15 Max.: 17

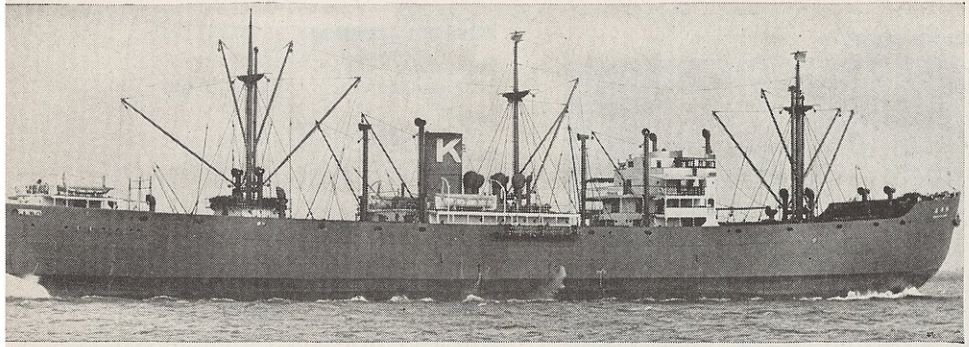
Constructed:
1934 Denmark

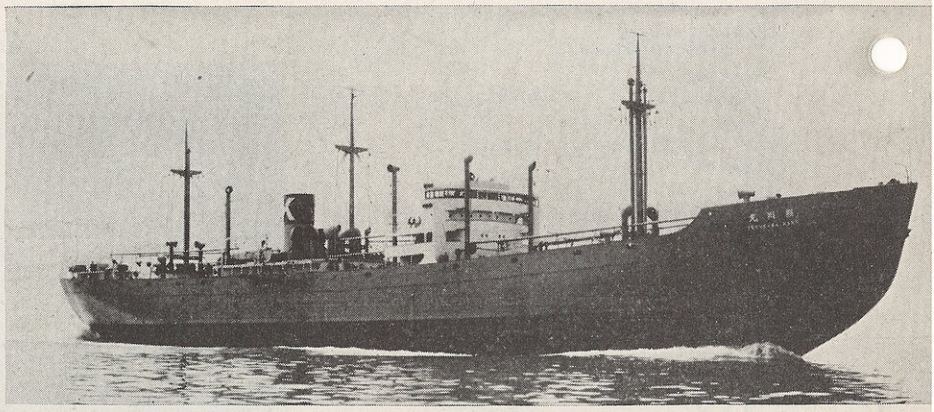
Propulsion:
Machinery: Diesel
Screws: 1 N. H. P.: 1,026
B. H. P.: 7,900
R. P. M.: 94 @ Knots: 14
Fuel: Oil Capacity: 2,670 tons including deep tanks

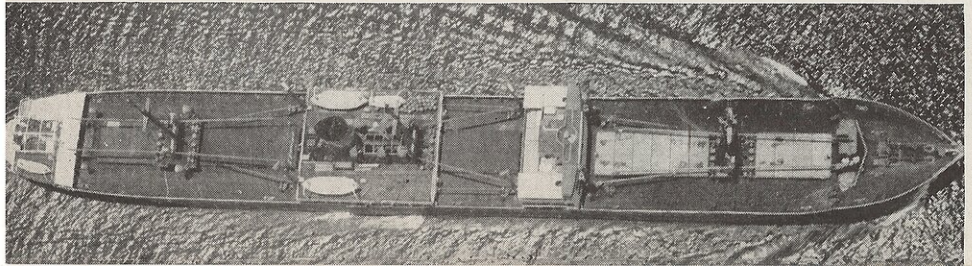
Radius: 50,000 miles at 14 knots

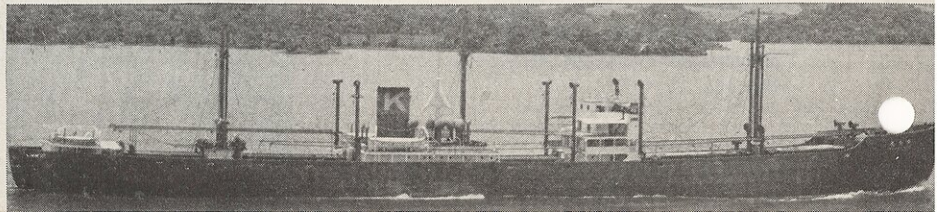
Potential naval value: AP, AK, ACL, AV.

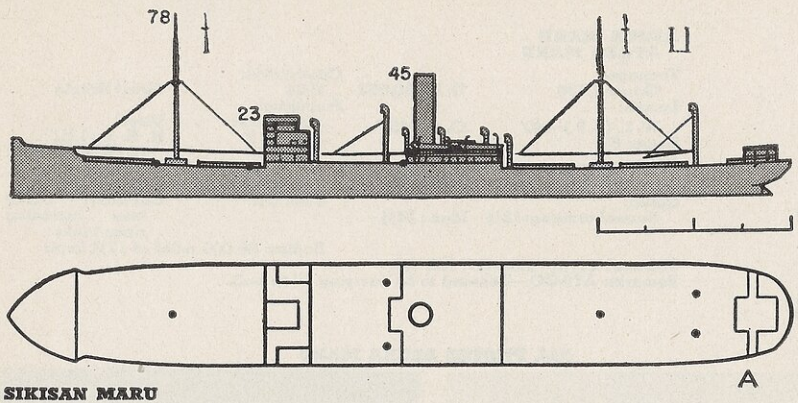
Remarks: Other vessels, very similar, sailing under United Nations flag. Former MAERSK Line ships. TERUKAWA MARU—Believed to be carrying oil in bulk.

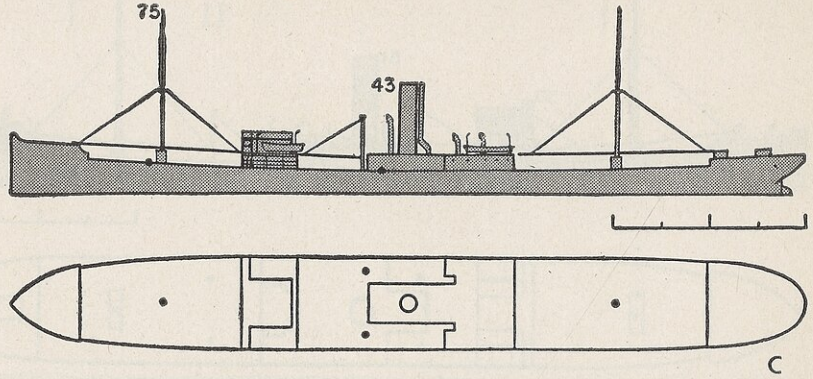












SIKISAN MARU

Tonnages:
Gross: 4,725 D. W.: 8,100

Length:
W. L. (B. P.): 400′ O. A.:

Beam: 53′

Drafts:
Loaded: 23′ 5″ Light: 7′ 6″

Speed:
Normal cruising: 10½ Max.: 12

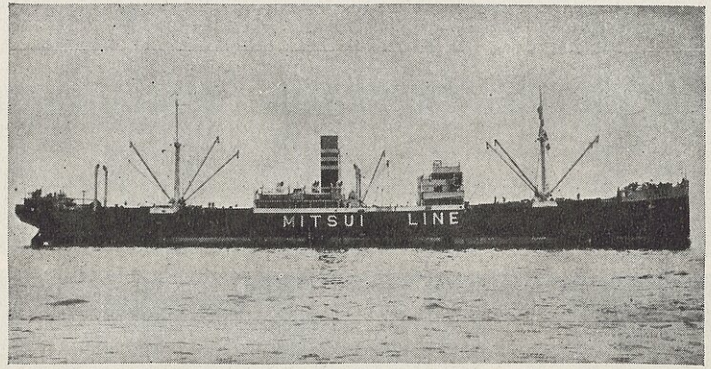
Constructed:
1925 Great Britain

Propulsion:
Machinery: Diesel
Screws: 1. I. H. P.: 1,300.
B. H. P.: 1,800
N. H. P.: 489
R. P. M.: 87 @ Knots: 12
Fuel: Oil Capacity: 1,901 tons
Radius: 6,000 miles at 10½ knots.

Potential naval value: AP, AK.

Remarks:

SIKISAN MARU ▼



HIYAMA MARU (ex MATUYAMA MARU)

Tonnages:
Gross: 6,173 D. W.: 9,720

Length:
W. L. (B. P.): 412′ O. A.:

Beam: 55′

Drafts:
Loaded: 27′ 6″ Light: 10′

Speed:
Normal cruising: 11 Max.: 12½

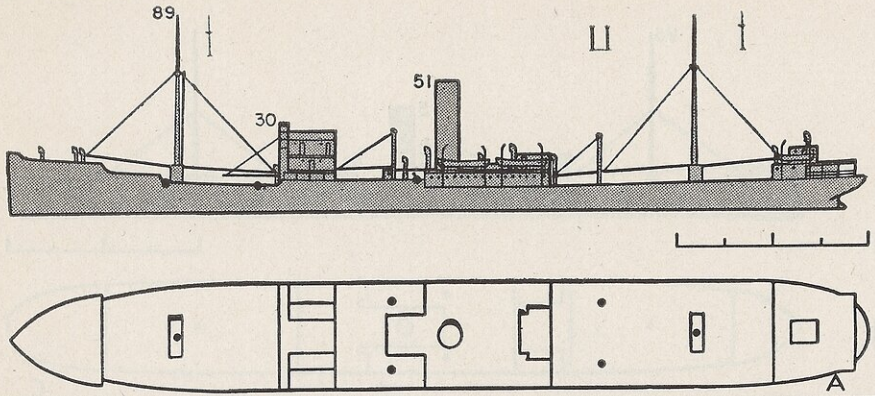
Constructed:
1920 Great Britain

Propulsion:
Machinery: Reciprocating
Screws: 1 N. H. P.: 402
R. P. M.: @ Knots:
Fuel: Oil Capacity: 1,887 tons
Radius: 13,600 miles at 11 knots.

Potential naval value: AK, AP.

Remarks:

32 MFKM



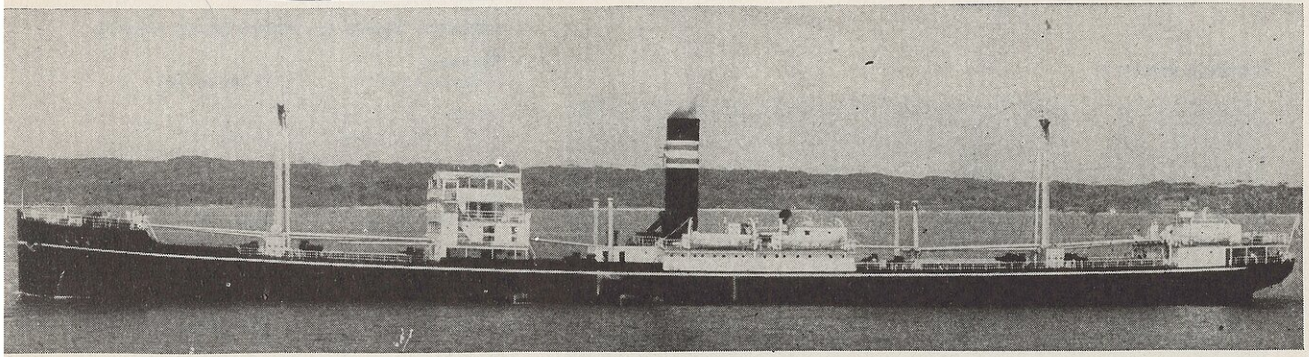
ASUKA MARU
ATAGO MARU

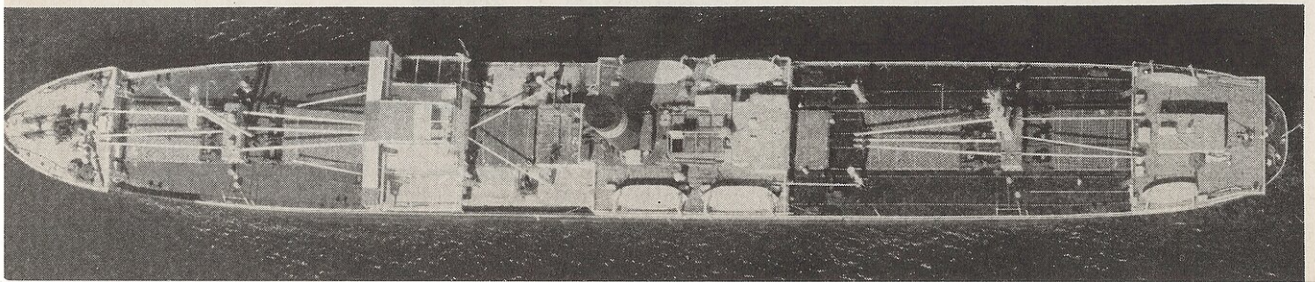
Tonnages:
Gross: 7,530 D. W.: 10,652
Length:
W. L. (B. P.): 440' O. A.: 455'
Beam: 57'
Drafts:
Loaded: 28½' Light: 10'
Speed:
Normal cruising: 12½ Max.: 14½

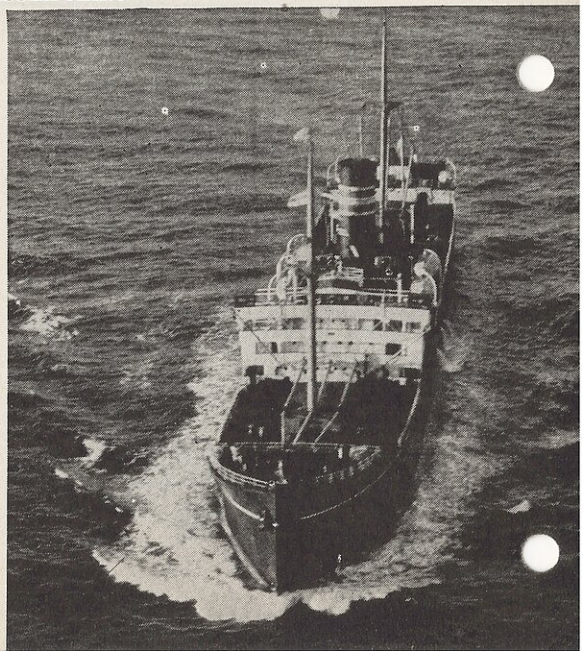
Constructed:
1924 Great Britain
Propulsion:
Machinery: Diesel
Screws: 2 N. H. P.: 1,111 (ATAGO MARU: N. H. P.: 997)
@ Knots: 14½
R. P. M.: 107
Fuel: Oil Capacity: 3,200 tons including deep tanks
Radius: 50,000 miles at 12½ knots

Potential naval value: AP, AK, AS.
Remarks: ATAGO—Believed to be carrying oil in bulk.

ALL PHOTOS ASUKA MARU







32 MFKM

ALASKA MARU
ATLAS MARU, DAKAR MARU, DELAGOA MARU, DURBAN MARU

Tonnages:
Gross: 7,148–7,378 D. W.: 10,560–10,916

Length:
W. L. (B. P.): 420' O. A.:

Beam: 56'

Drafts:
Loaded: 28' Light: 9'

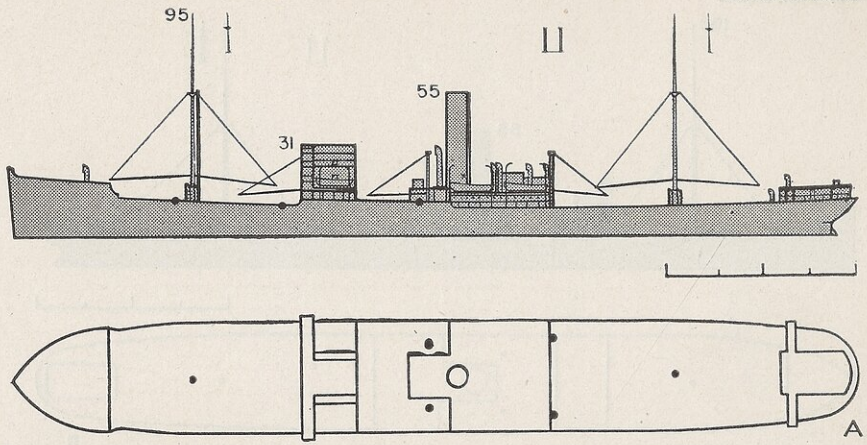
Speed:
Normal cruising: 12 Max.: 14½

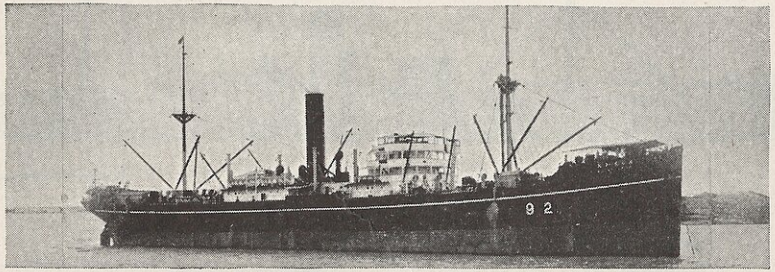
Potential naval value: AP, AK.
Remarks:

Constructed:
1919–20 Japan

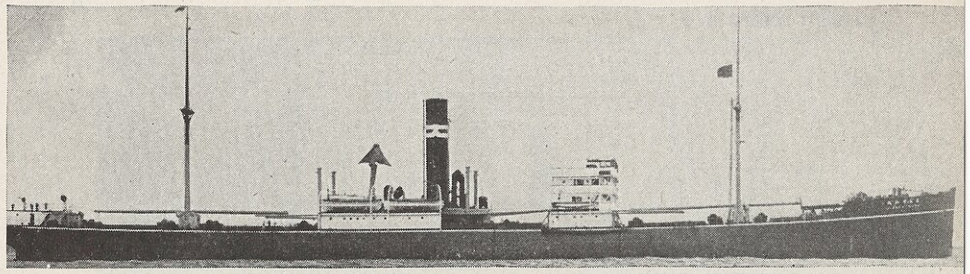
Propulsion:
Machinery: Reciprocating
Screws: 1 N. H. P.: 574
I. H. P.: 3,100
R. P. M.: 60 @ Knots: 11
R. P. M.: 80 @ Knots: 15.2 (test)
Fuel: Coal and oil Capacity: 2,600 tons of coal; 2,350 tons of oil

Radius: 18,000 miles at 12 knots

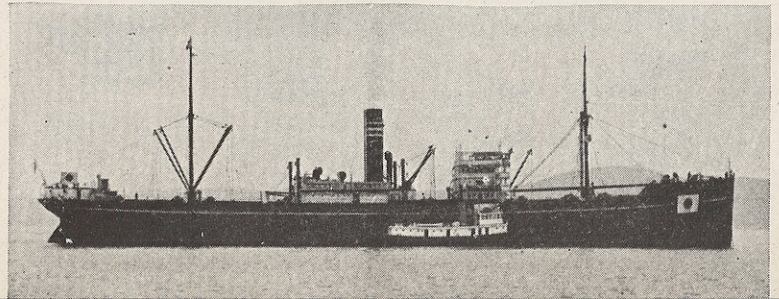


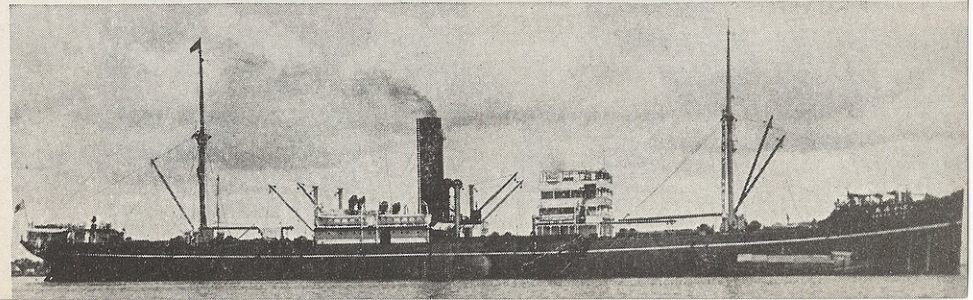


▲ ALASKA MARU DELOGOA MARU ▼

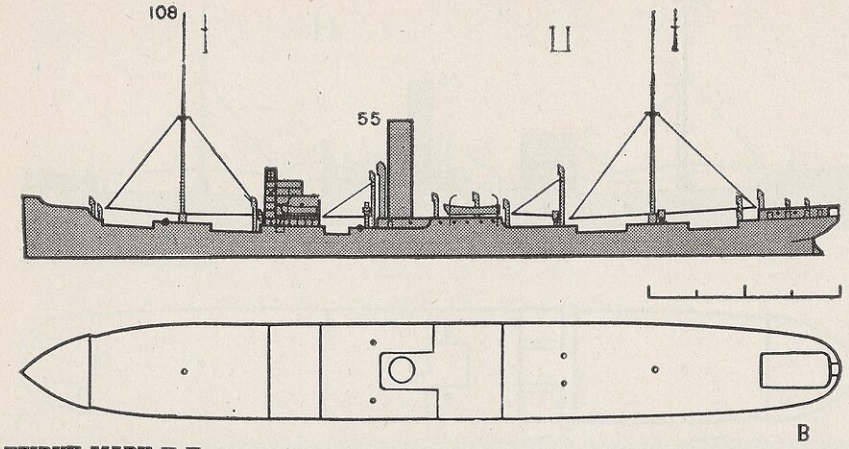


▲ ALASKA MARU DAKAR MARU ▼

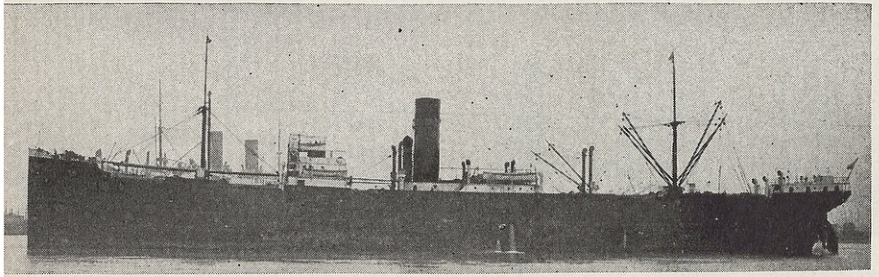


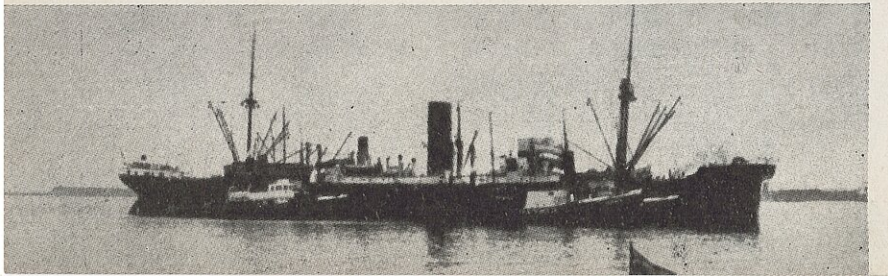


32 MFKM



TEIRYU MARU ▼ ▼





TEIRYU MARU (ex AUGSBURG)

Tonnages:
Gross: 6,512 D. W.: 9,300

Length:
W. L. (B. P.): 420' O. A.

Beam: 53'

Drafts:
Loaded: 28' Light:

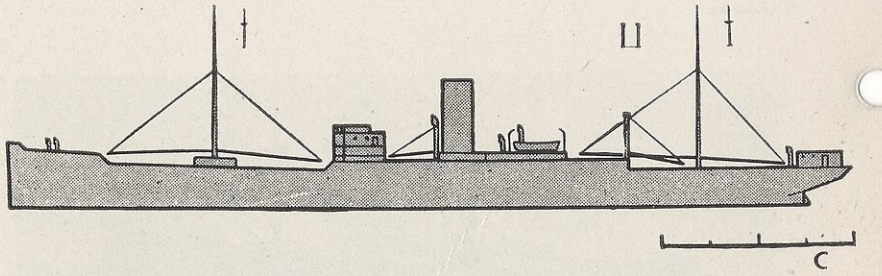
Speed:
Normal cruising: Max.:
12

Potential naval value: AK, AP.

Remarks:

Constructed:
1915 Great Britain

Propulsion:
Machinery: Reciprocating
Screws: 1 N. P. H.: 682
R. P. M.: @ Knots:
Fuel: Coal Capacity: 677 tons
Radius: 7,000 miles at 10 knots.



TEISEN MARU (ex-URSULA RICKMERS)

Tonnages:
Gross: 5,050 D. W.: 8,600

Length:
W. L. (B. P.): 419' O. A.:

Beam: 53'
Drafts:
Loaded: 27 Light:

Speed:

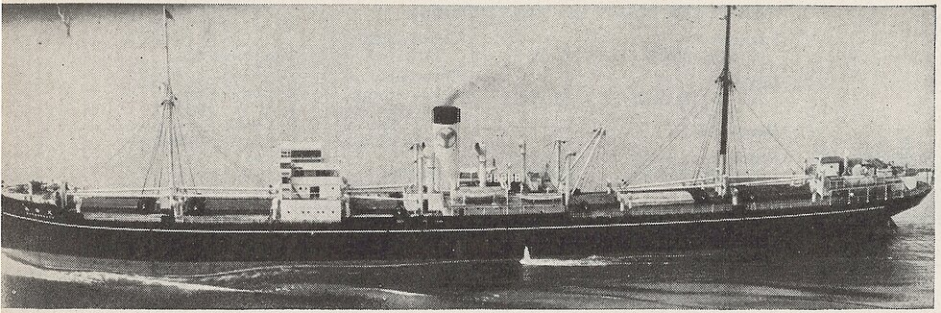
Normal cruising: Max.:
12

Potential naval value: AK, AP.

Remarks:

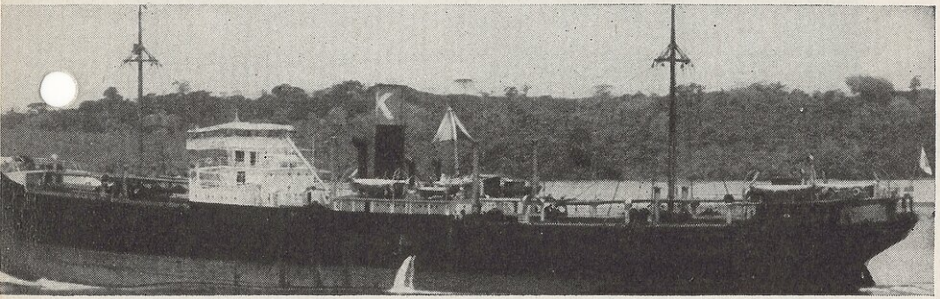
Constructed:
1927 Great Britain

Propulsion:
Machinery: Reciprocating
Screws: 1 N. H. P.: 686
R. P. M.: @ Knots:
Fuel: Oil Capacity:
Radius:



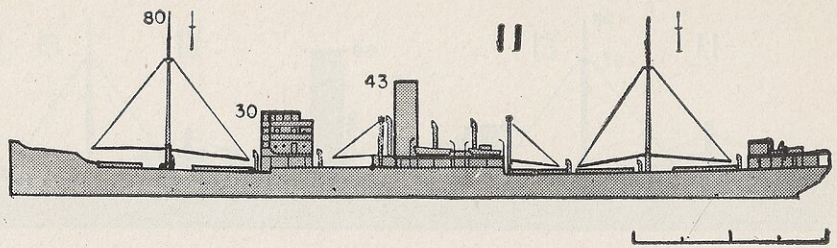
▲ NANMAN MARU

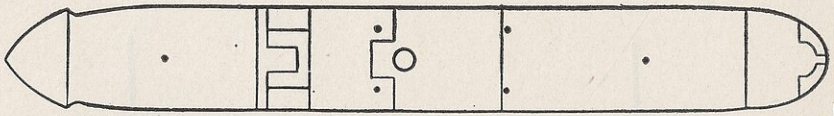
VENICE MARU ▼



▼ WALES MARU

MONTREAL MARU ▼



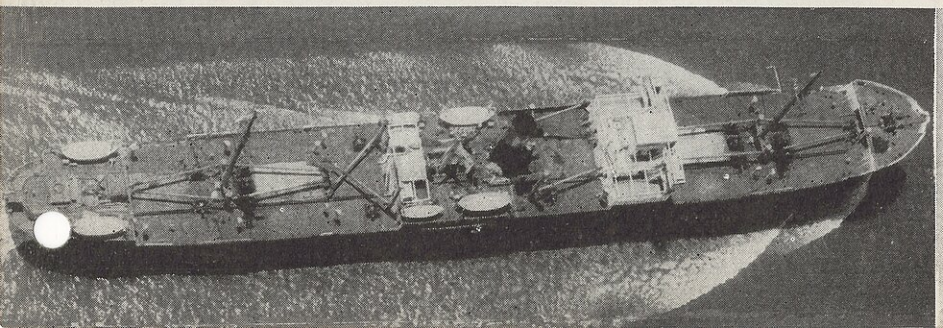


BORDEAUX MARU
MONTREAL MARU, NANMAN MARU, NORFOLK MARU, VENICE MARU, WALES MARU

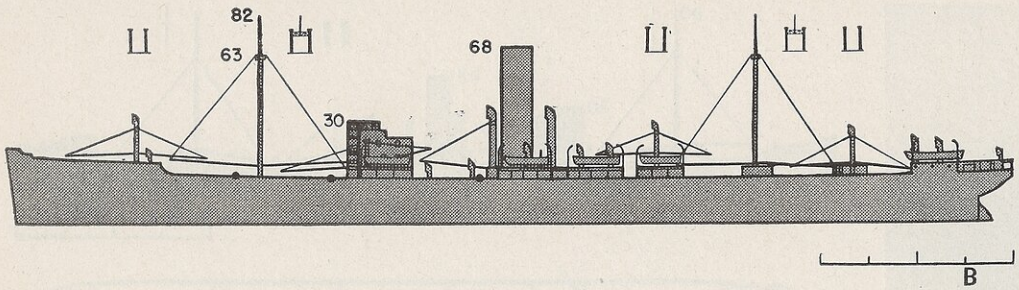
Tonnages:
Gross: 6,551–6,586 D. W.: 9,750–9,811
Length:
W. L. (B. P.): 405′ O. A.:
Beam: 53′
Drafts:
Loaded: 28′ Light: 9′
Speed:
Normal cruising: 11 Max.: 13½

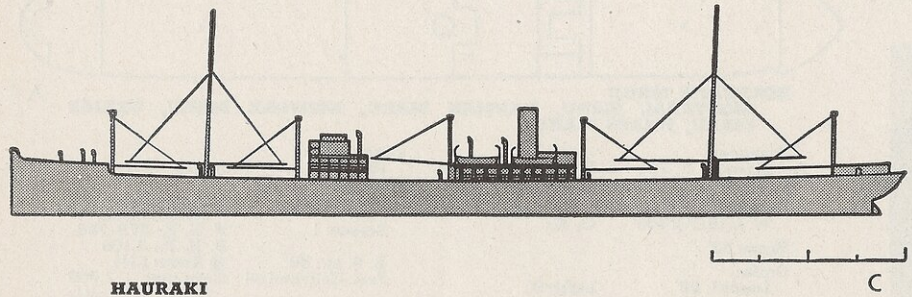
Constructed:
1921–23 Japan
Propulsion
Machinery: Reciprocating and steam turbine
Screws: 1 N. H. P.: 578–746
B. H. P.: 3,100
R. P. M.: 80 @ Knots: 13½
Fuel: Coal and oil Capacity: 1,900 tons of coal; 1,650 tons of oil.
Radius: 13,500 miles at 11 knots (oil)

Potential naval value: AP, AK, AS.
Remarks: BORDEAUX MARU has open main deck at bridge.



32 KMFKMK 32 KMKFKMK





HAURAKI

Tonnages: Gross: 7,113 D. W.: 10,810
Constructed: 1922 Great Britain
Length: W. L. (B. P.): 450′ O. A.:
Propulsion: Machinery: Diesel: Screws: 2 H. P.: R. P. M.: @ Knots: Fuel: Oil Capacity: Radius:
Beam: 58′
Drafts: Loaded: 28′ 6″ Light:
Speed: Normal cruising: 11 Max: 13.
Potential naval value: AK.
Remarks: Possibly captured and being operated by Japanese.

TARAYASU MARU (ex TALTHYBIUS)

Tonnages: Gross: 10,254 D. W.:
Constructed: 1912 Great Britain
Length: W. L. (B. P.): 506′ O. A.:
Propulsion: Machinery: Reciprocating Screws: 2 N. H. P.: 586 R. P. M.: @ Knots: Fuel: Coal Capacity: 1,395 tons
Beam: 60′
Drafts: Loaded: 31′ 11″ Light: Radius:
Speed: Normal cruising: 13 Max.:
Potential naval value: AK, AP, AV, AS.
Remarks: Former British vessel salvaged by Japanese and recommissioned.

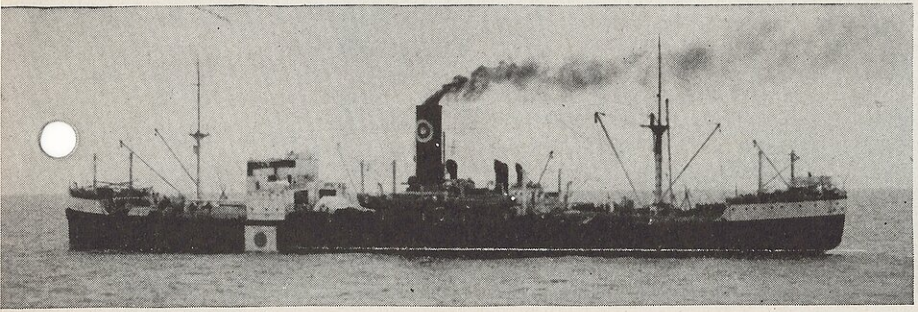
TARAYASU MARU ▼

TEIHU (ex BOUGAINVILLE)
BOERO

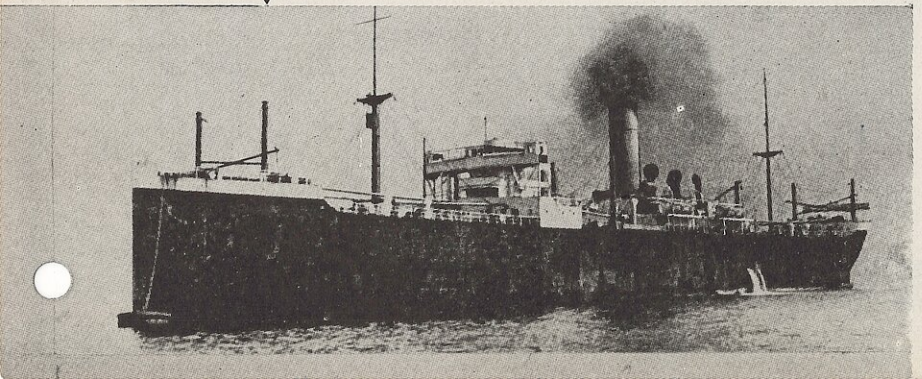
Tonnages:
Gross: 7,110–35 D. W.: 9,200
Length:
W. L. (B. P.): 414'– 418' O. A.:
Beam: 54'
Drafts:
Loaded: 27' Light:
Speed:
Normal cruising: 12 Max.: 13

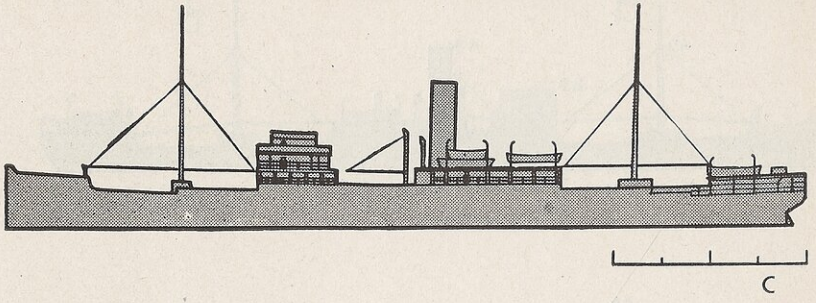
Constructed:
1913–14 France
Propulsion:
Machinery: Reciprocating
Screws: 2 N. H. P.: 416
R. P. M.: @ Knots:
Fuel: Coal Capacity:
Radius:

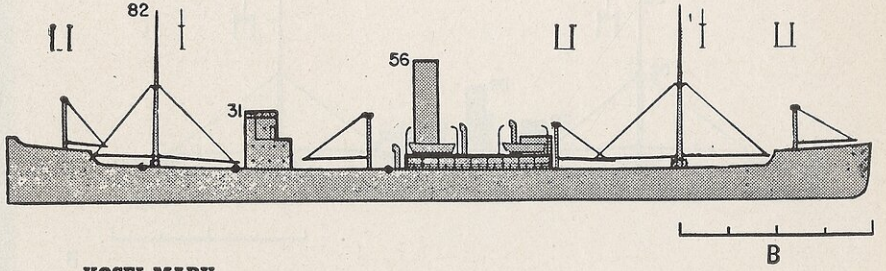
Potential naval value: AK, AP
Remarks: These vessels last reported in Far Eastern waters. Possibly being operated by Japanese.



KOSEI MARU







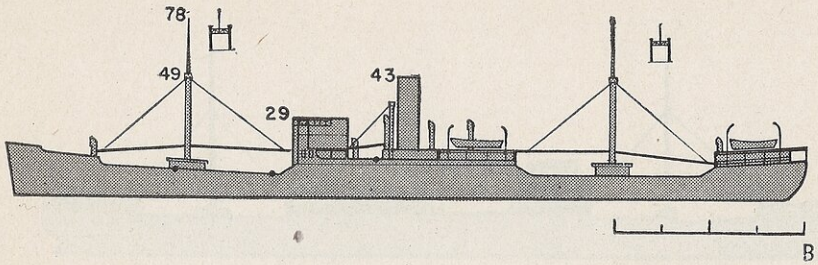
KOSEI MARU

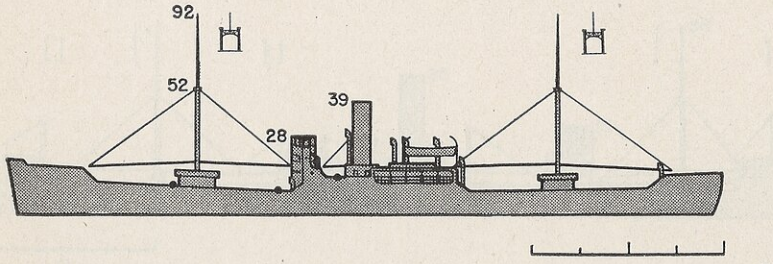
Tonnages:
Gross: 8,223 D. W.: 10,400
Length:
W. L. (B. P.): 450' O. A.:
Beam: 58'
Drafts:
Loaded: 29' Light:
Speed:
Normal cruising: 11 Max.: 13

Constructed:
1920 Great Britain
Propulsion:
Machinery: Steam turbine
Screws: 2 H. P.:
R. P. M.: @ Knots:
Fuel: Oil Capacity:
Radius:

Potential naval value: AP, AK, AS.
Remarks: Formerly operated as a "mother ship" in the fishing industry.

37 MFM





MUKO MARU
NANIWA MARU

Tonnages:
Gross: 4,862 D. W.: 6,983
Length:
W. L. (B. P.): 370′ O. A.:
Beam: 54′
Drafts:
Loaded: 24′ Light: 8′
Speed:
Normal cruising: 12 Max.: 15

Potential naval value: AP, AK.
Remarks:

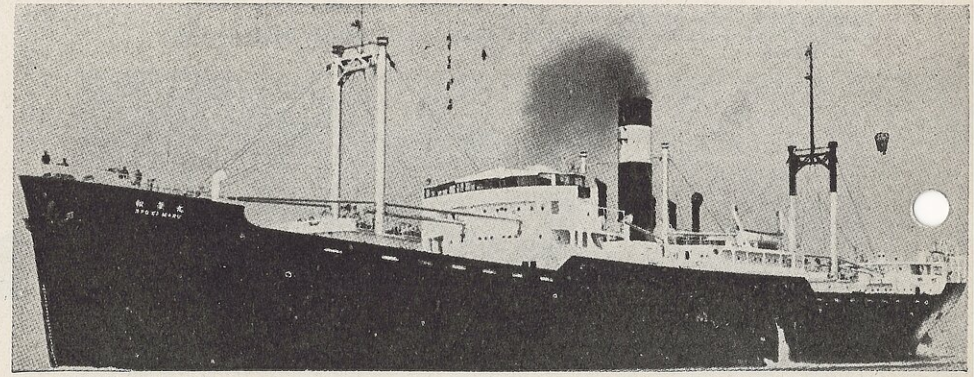
Constructed:
1937 Japan

Propulsion:
Machinery: Reciprocating
Screws: 1 N. H. P.: 379
R. P. M.: @ Knots:
Fuel: Coal Capacity: 782 tons
Radius: 6,600 miles at 12 knots.

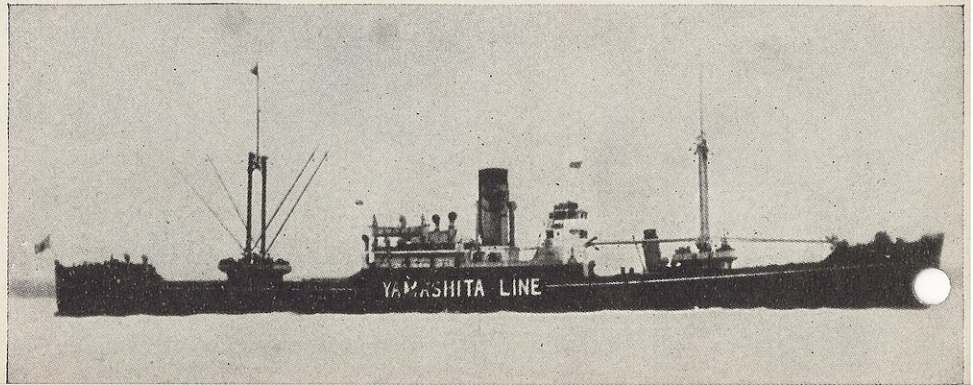
MEIYO MARU
SYOAN MARU, SYOEI MARU

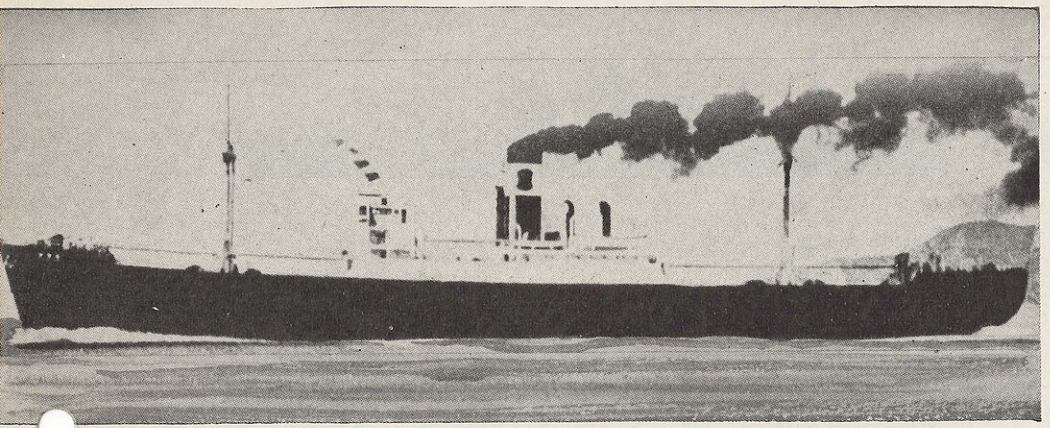
Tonnages:
Gross: 5,624–5,645 D. W.: 8,539–8,610
Length:
W. L. (B. P.): 407′ O. A.:
Beam: 55′
Drafts:
Loaded: 25′ Light: 10′
Speed:
Normal cruising: 12 Max.: 15

Constructed:
1937–40 Japan
Propulsion:
Machinery: Reciprocating
Screws: 1 N. H. P.: 306–379
R. P. M.: @ Knots:
Fuel: Coal Capacity: 650–950 tons
Radius: 6,300 miles at 12 knots.
Potential naval value: AP, AK.
Remarks:

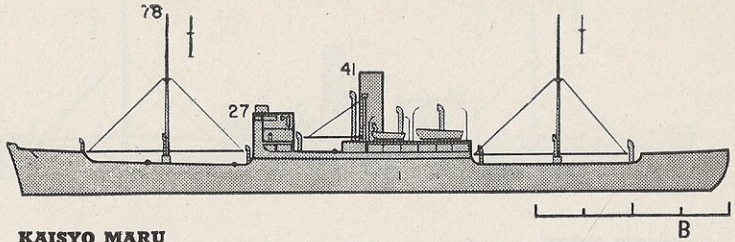


MUKO MARU ▼ ▲ SYOEI MARU





▲ SINYO MARU



KAISYO MARU
KUNISIMA MARU, MITAKESAN MARU, SINYO MARU, TOYO MARU, TOYO MARU #2

Tonnages:
Gross: 4,020–4,441 D.W.: 5,707–6,418
Length:
W. L. (B. P.): 364′ O. A.:
Beam: 50′
Drafts:
Loaded: 24′ Light: 9½–11′
Speed:
Normal cruising: 13 Max.: 16½

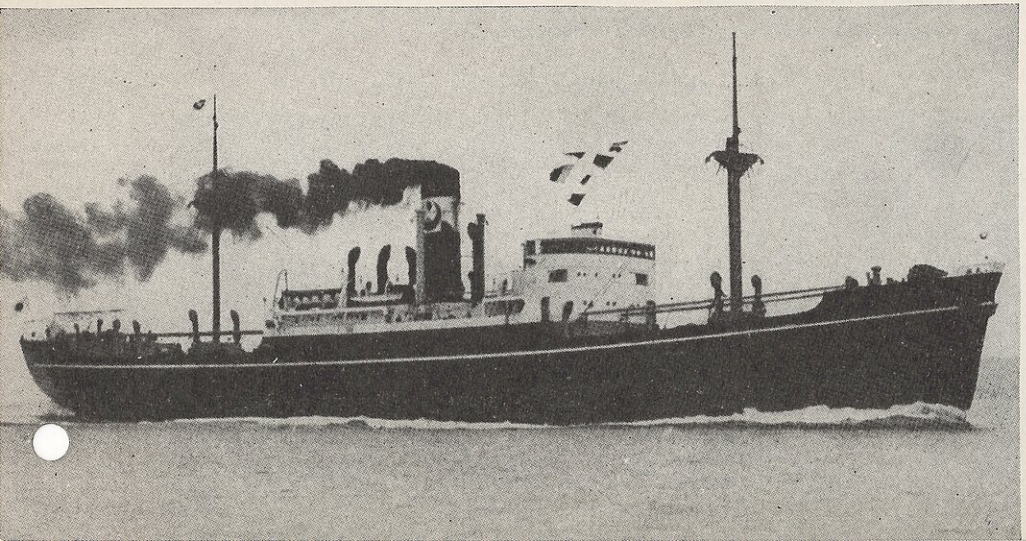
Potential naval value: AP, AK, AS
Remarks:

Constructed:
1937–38 Japan

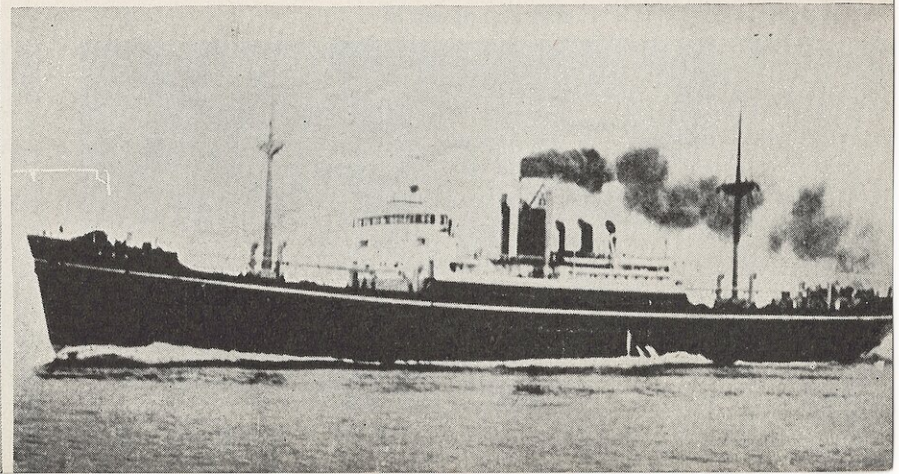
Propulsion:
Machinery: Steam turbines
Screws: 1 N. H. P.: 467–600
R. P. M.: @ Knots:
Fuel: Coal Capacity: 880 tons

Radius: 8,700 miles at 13 knots.

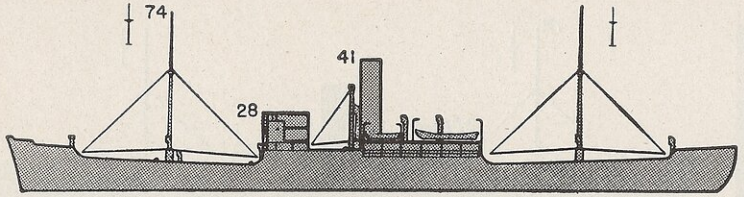
▼ MITAKESAN MARU



KAISYO MARU ▼



37 MFM



B

MYOGI MARU

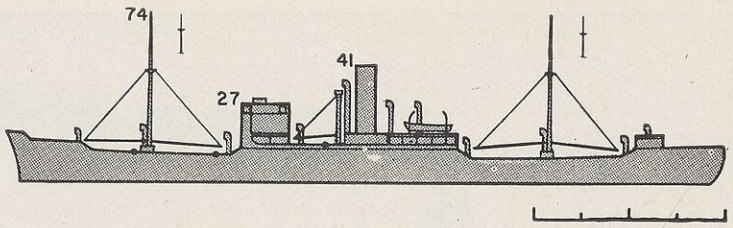
MYOHO MARU, MYOKEN MARU, MYOKO MARU

Tonnages:
Gross: 4,021–4,124 D. W.:
Length:
W. L. (B. P.): 364′ O. A.:
Beam: 50′
Drafts:
Loaded: 24′ Light: 9½′
Speed:
Normal cruising: 14 Max.: 16½

Constructed:
1938–39
Propulsion:
Machinery: DR geared turbines
Screws: 1 N. H. P.: 600
R. P. M.: @ Knots:
Fuel: Coal Capacity: 570 tons
Radius: 5,000 miles at 14 knots

Potential naval value: AP, AK.

Remarks: All vessels believed operating as transports.



B

HOKUYO MARU

HOKUSYO MARU

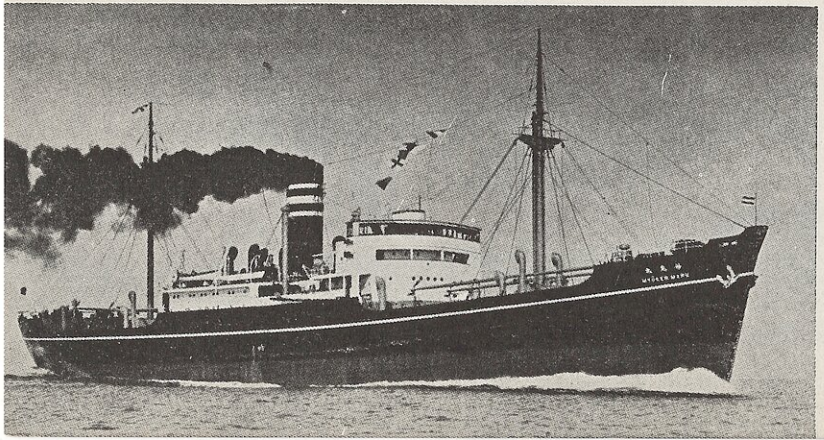
Tonnages:
Gross: 4,215 D. W.:
Length:
W. L. (B. P.): 358′ O. A.:
Beam: 49′
Drafts:
Loaded: 24′ Light: 12′
Speed:
Normal cruising: 13 Max.: 16

Constructed:
1936–37 Japan
Propulsion:
Machinery: Reciprocating
Screws: 1 N. H. P.: 350
R. P. M.: @ Knots:
Fuel: Coal Capacity: 470 tons
Radius: 6,000 miles at 13 knots

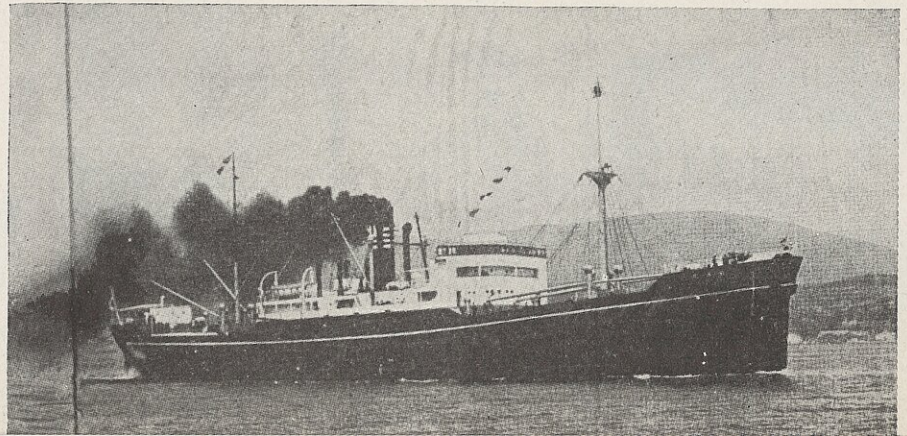
Potential naval value: AP, AK.

Remarks: Both vessels believed operating as transports.

MYOKEN MARU ▼



HOKUSYO MARU ▼



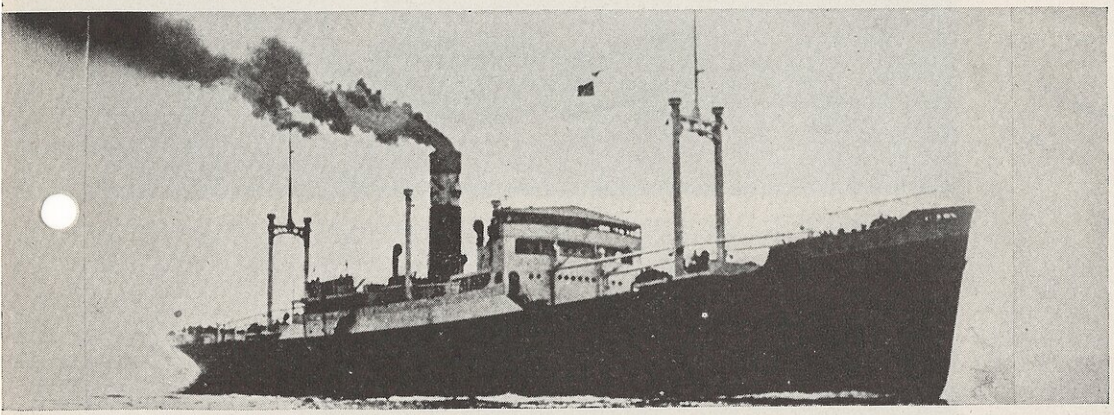
ONI 208-J RESTRICTED

DIVISION OF NAVAL INTELLIGENCE—IDENTIFICATION AND CHARACTERISTICS SECTION

RYOTOKU MARU

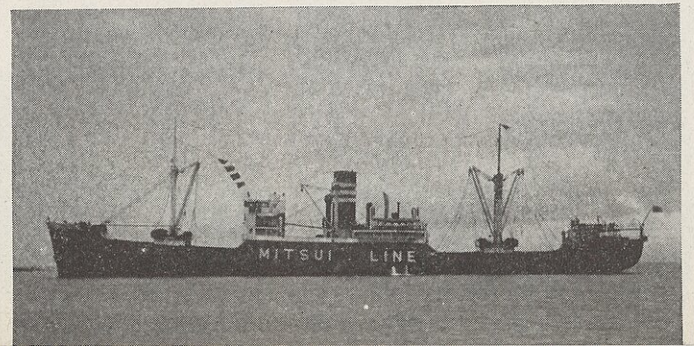
Tonnages:
Gross: 3,483 D. W.: 5,256
Length:
W. L. (B. P.): 347′ O. A.:
Beam: 50′
Drafts:
Loaded: 21′ Light: 9′
Speed:
Normal cruising: 12 Max.: 15
Potential naval value: AP, AK.
Remarks:

Constructed:
1938 Japan
Propulsion:
Machinery: Reciprocating
Screws: 1 N. H. P.: 266
R. P. M.: @ Knots:
Fuel: Coal Capacity: 344 tons
Radius: 4,300 miles at 12 knots

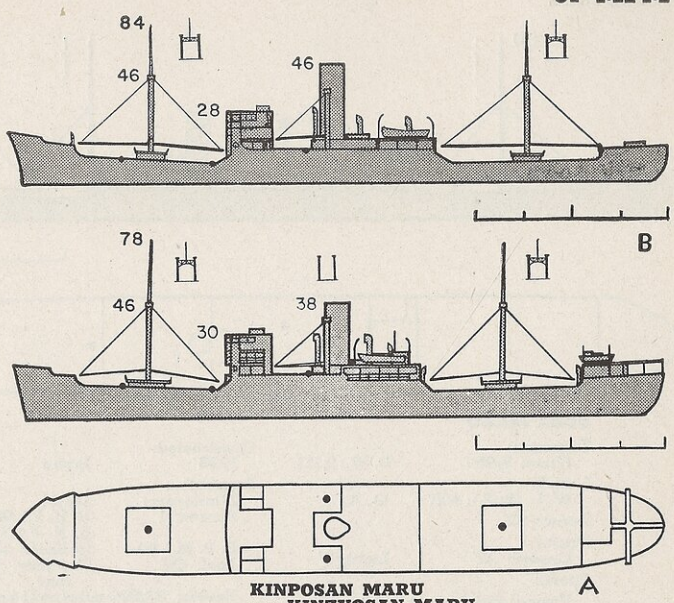


▲ RYOTOKU MARU

▼ KINPOSAN MARU



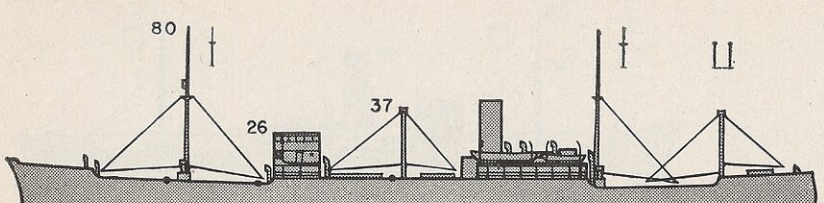
▼ KINZYOSAN MARU

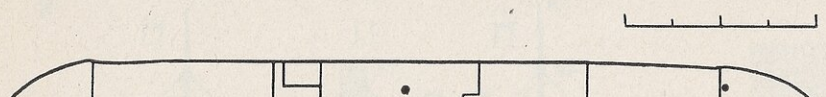


KINPOSAN MARU
KINZYOSAN MARU

Tonnages:
Gross: 3,262 D. W.: 4,701
Length:
W. L. (B. P.): 332′ O. A.: 351′
Beam: 47′
Drafts:
Loaded: 21′ Light: 9′
Speed:
Normal cruising: 12½ Max.: 14½
Constructed:
1936 Japan
Propulsion:
Machinery: Reciprocating
Screws: 1 N. H. P.: 250
R. P. M.: 82 I. H. P.: 1,950
Fuel: Coal @ Knots: 12½
Capacity: 340 tons
Radius: 5,000 miles at 12½ knots
Potential naval value: AP, AK.
Remarks: Reported operating as transports.

37 MFMK



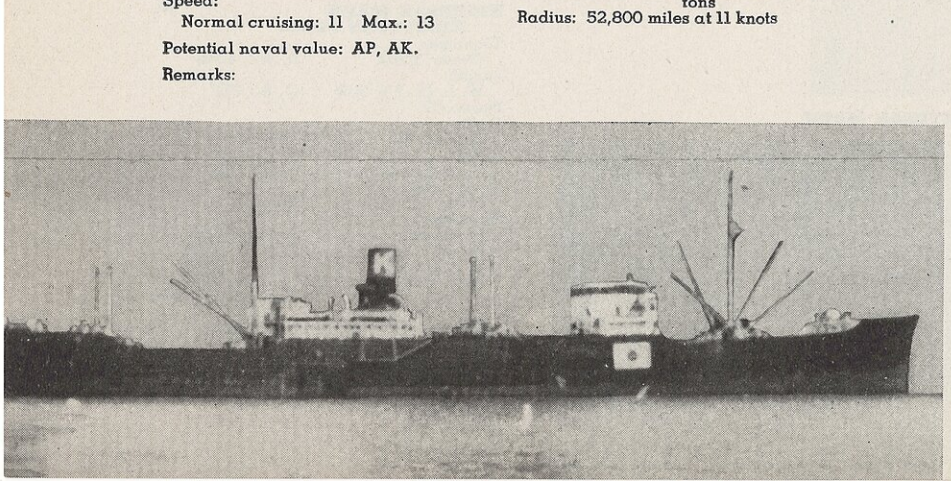


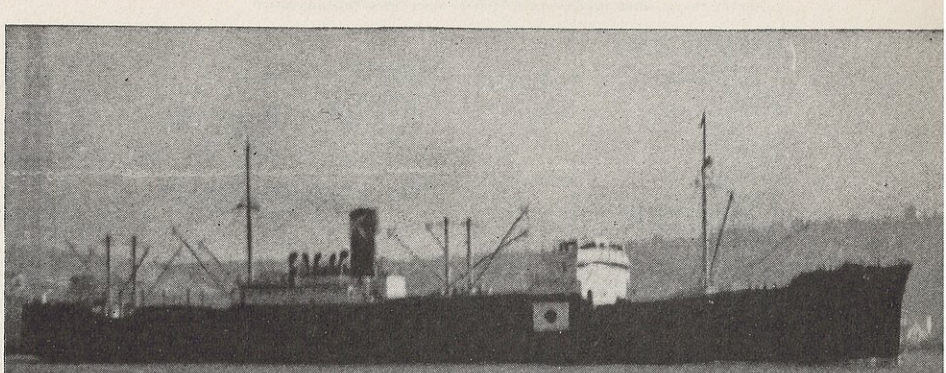
A

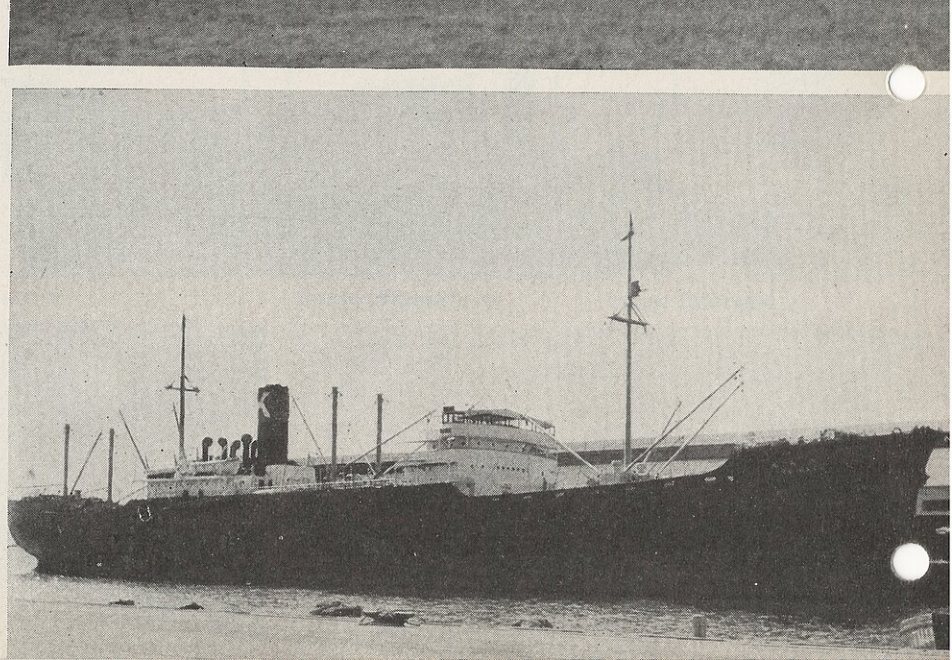
CUBA MARU

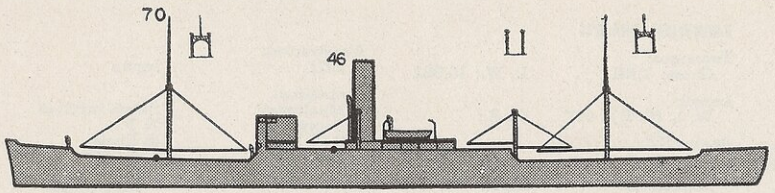
Tonnages:
Gross: 5,950 D. W.: 9,113
Length:
W. L. (B. P.): 405′ O. A.:
Beam: 53′
Drafts:
Loaded: 27′ Light: 9′
Speed:
Normal cruising: 11 Max.: 13
Potential naval value: AP, AK.
Remarks:

Constructed:
1926 Japan
Propulsion:
Machinery: Diesel
Screws: 1 N. H. P.: 902
B. H. P.: 3,000
R. P. M.: 80 @ Knots: 10
Fuel: Oil Capacity: 2,400 tons
Radius: 52,800 miles at 11 knots









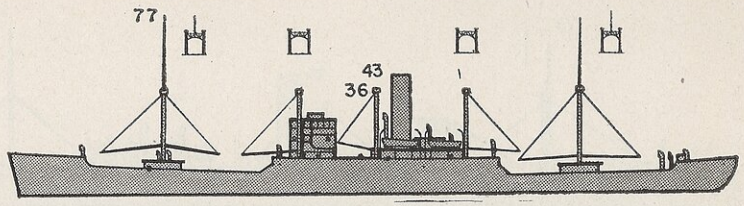
B

KAMOI MARU - SINYUBARI MARU

Tonnages:
Gross: 5,356 D. W.: 7,876
Length:
W. L. (B. P.): 391' O. A.:
Beam: 54'
Drafts:
Loaded: 24' Light: 8'
Speed:
Normal cruising: 12 Max.: 14½
Potential naval value: AP, AK.
Remarks:

Constructed:
1937 Japan
Propulsion:
Machinery: Reciprocating
Screws: 1 N. H. P.: 407
R. P. M.: @ Knots:
Fuel: Coal Capacity: 1,100 tons
Radius: 11,000 miles at 12 knots.

KAMOI MARU ▼



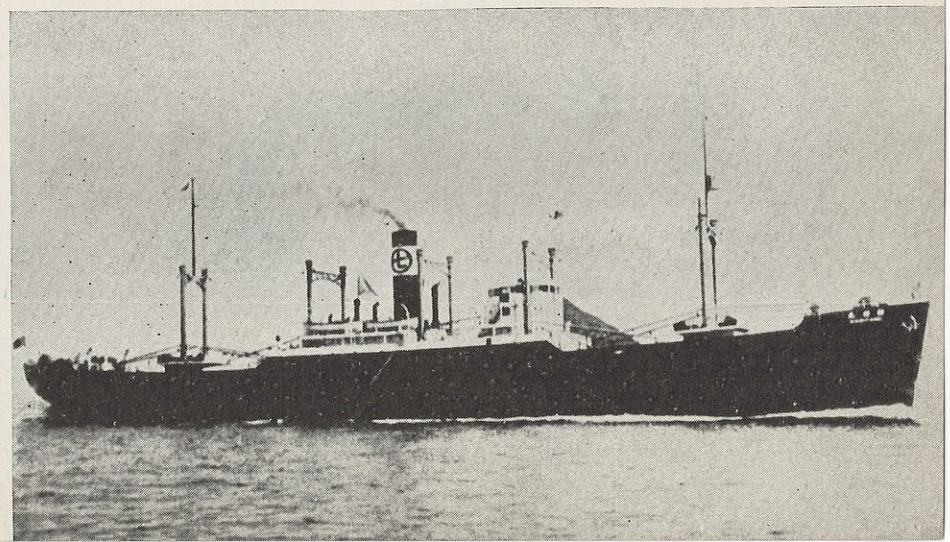
B

SINSYO MARU

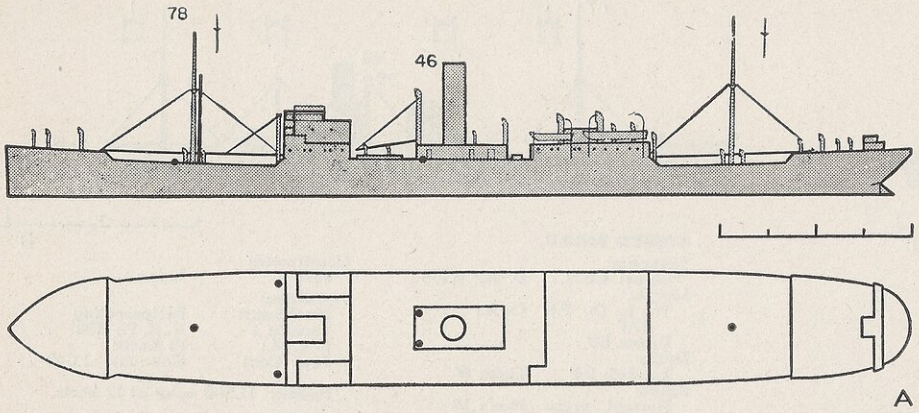
Tonnages:
Gross: 4,837 D. W.: 6,718
Length:
W. L. (B. P.): 373' O. A.:
Beam: 50'
Drafts:
Loaded: 24' Light: 8'
Speed:
Normal cruising: 12 Max.: 15
Potential naval value: AP, AK.
Remarks:

Constructed:
1936 Japan
Propulsion:
Machinery: Reciprocating
Screws: 1 N. H. P.: 322
R. P. M.: @ Knots:
Fuel: Coal Capacity: 1,040 tons
Radius: 11,500 miles at 12 knots.

SINSYO MARU ▼



38 MFM



LONDON MARU

Tonnages:
Gross: 7,191 D. W.: 10,852

Length:
W. L. (B. P.): 451' O. A.:

Beam: 57'

Drafts:
Loaded: 28' Light: 10'

Speed:
Normal cruising: 12½ Max: 14½

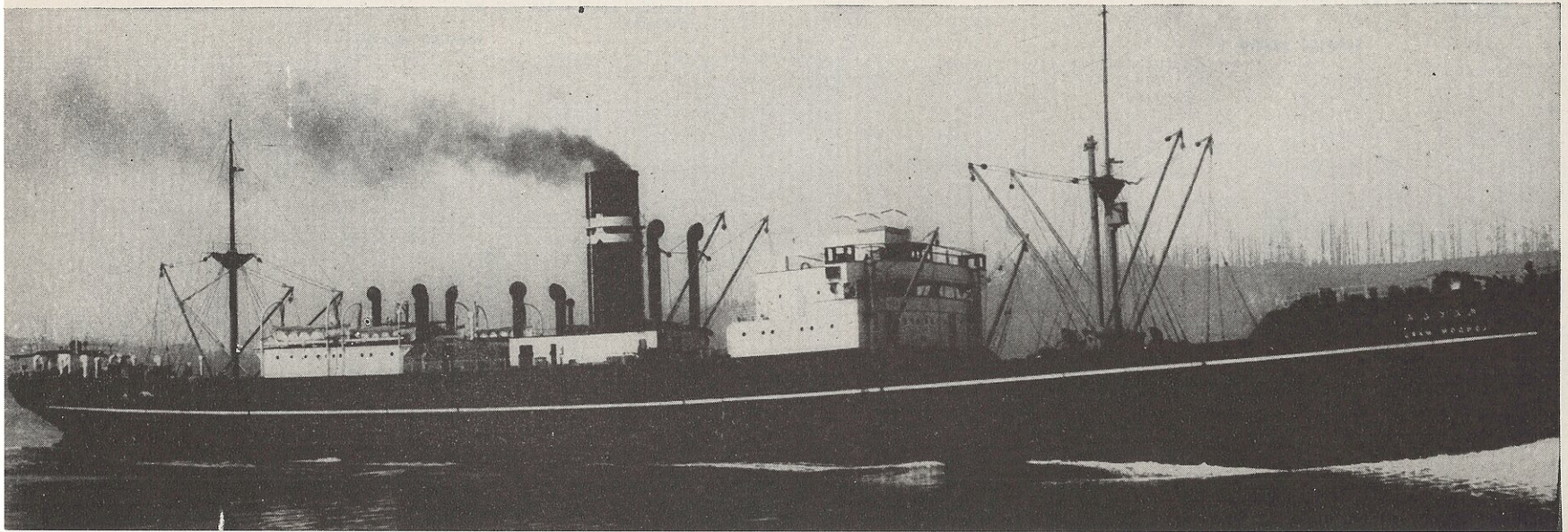
Potential naval value: AP, AK.

Remarks:

Constructed:
1921 Japan

Propulsion:
Machinery: Steam turbines
Screws: 1 H. P.:
R. P. M.: @ Knots:
Fuel: Oil Capacity: 2,250 tons including deep tanks

Radius: 12,800 miles at 12½ knots



KUWAYAMA MARU
Similar: SIRAHA MARU, TATUHA MARU, TOKUSIMA MARU, TOTTORI MARU

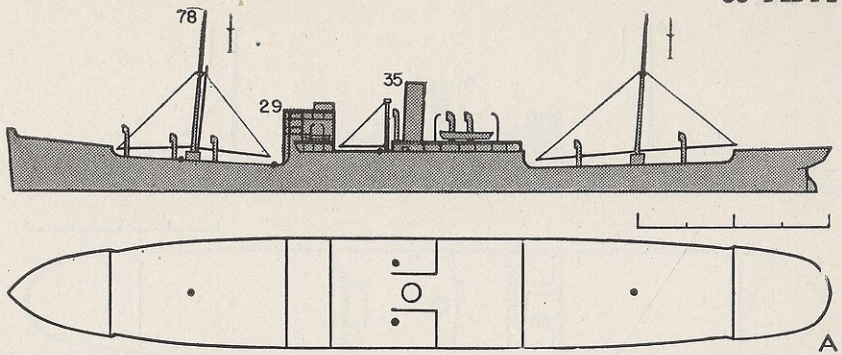
Tonnages:
Gross: 5,725 D. W.: 9,500
Length:
W. L. (B. P.): 423' O. A.:
Beam: 56'
Drafts:
Loaded: 25' Light: 10'
Speed:
Normal cruising: 10 Max.: 12
Constructed:
1916 Great Britain

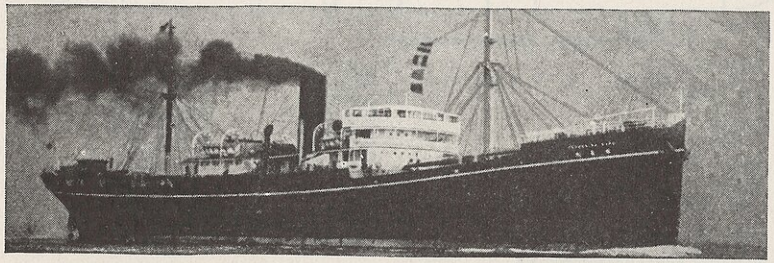
Propulsion:
Machinery: Reciprocating
Screws: 1 N. H. P.: 556
I. H. P.: 3,203
R. P. M.: 88 @ Knots: 12
Fuel: Coal Capacity: 2,300 tons

Radius: 15,000 miles at 10 knots.

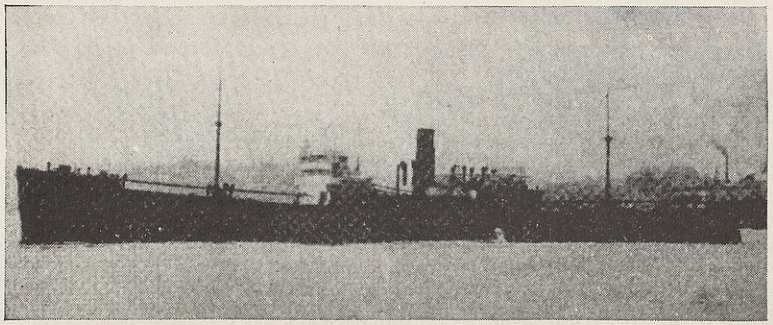
Potential naval value: AK, AP.

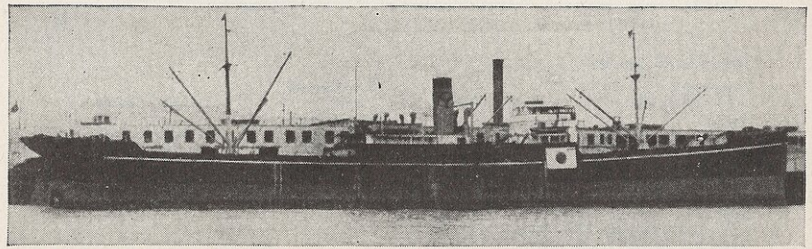
Remarks: TOTTORI MARU has two life boats to a side. TOKUSIMA—Believed to be carrying oil in bulk.



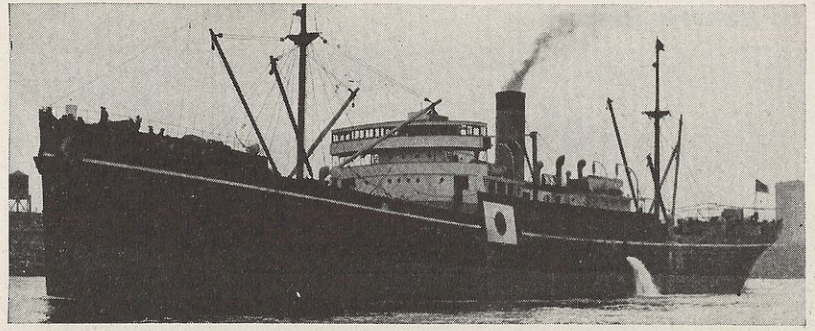


TOKUSIMA MARU ▲ SIRAHA MARU ▼





▼ KUWAYAMA MARU ▲



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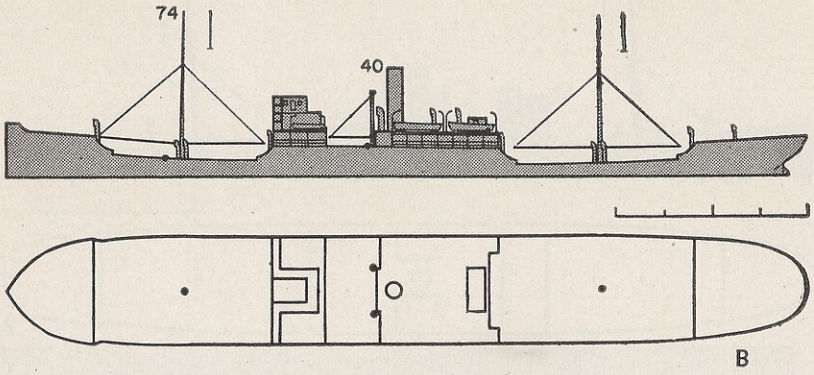
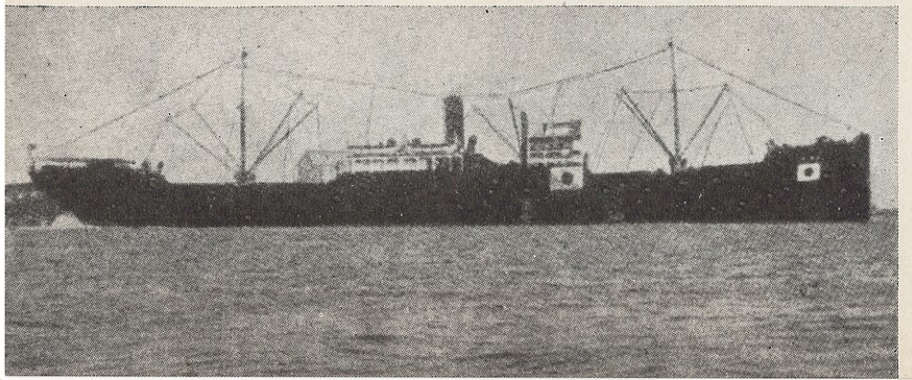


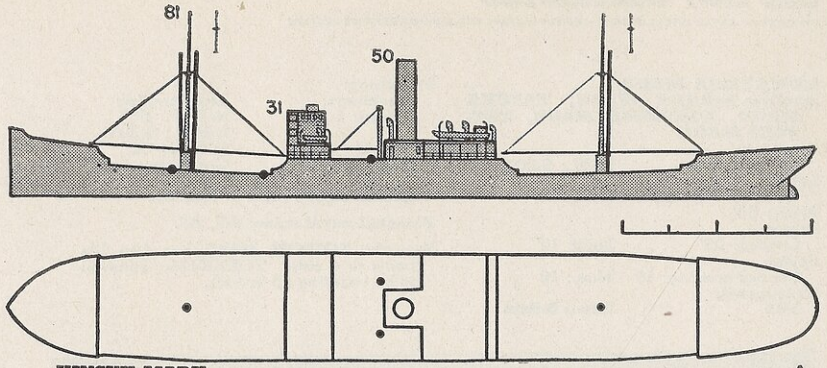
HOKUMEI MARU

Tonnages: Gross: 5,751 D. W.: 8,800
Length: W. L. (B. P.): 411′ O. A.:
Beam: 54′
Drafts: Loaded: 26′ Light: 9′
Speed: Normal cruising: 9½ Max.: 10½
Potential naval value: AK.
Remarks:

Constructed: 1920 United States
Propulsion: Machinery: Reciprocating
Screws: 1 N. H. P.: 369
R. P. M.: @ Knots:
Fuel: Oil Capacity:
Radius:

HOKUMEI MARU ▼





KINSYU MARU
KYOKUSEI MARU, MEISAN MARU

Tonnages: Gross: 5,493–5,591 D. W.: 8,652–8,863
Length: W. L. (B. P.): 411′ O. A.:
Beam: 54′
Drafts: Loaded: 24′ Light: 8′
Speed: Normal cruising: 9 Max: 11.
Potential naval value: AP, AK.
Remarks: KYOKUSEI—Believed to be carrying oil in bulk.

Constructed: 1919–20 Canada
Propulsion: Machinery: Reciprocating
Screws: 1 N. H. P.: 528
R. P. M.: @ Knots:
Fuel: Coal and oil Capacity: Coal, 1,900 tons; oil, 1,100 tons
Radius: 12,900 miles at 9 knots. KYOKUSEI MARU, 9,600 miles at 9 knots.

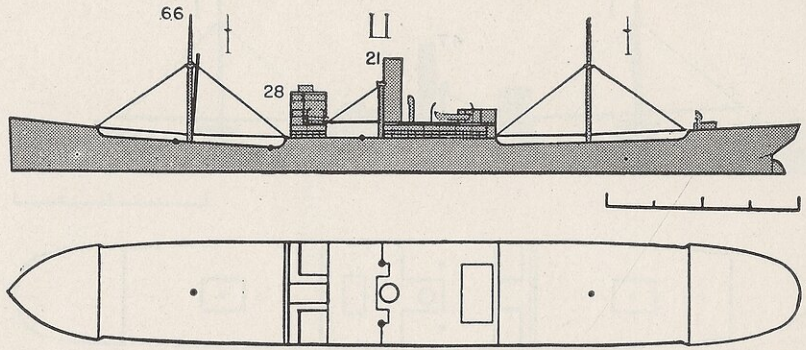
KYOKUSEI MARU ▼

ANZAN MARU
HOKUSEI MARU, IZAN MARU, KONZAN MARU, SEISYO MARU, TAZAN MARU

Tonnages:
Gross: 5,464–5,493 D. W.: 8,364–8,700
Length:
W. L. (B. P.): 410′ O. A.:
Beam: 54′
Drafts:
Loaded: 24′ Light: 8′
Speed:
Normal cruising: 9 Max.: 11

Constructed:
1918–19 United States
Propulsion:
Machinery: DR steam turbine, SEISYO MARU, reciprocating
Screws: 1 N. H. P.: 560
R. P. M.: @ Knots:
Fuel: Coal or oil Capacity: 1,050 tons of oil. (SEISYO MARU, 1,340 tons of coal, 1,847 tons of oil)
Radius: 6,500 miles at 9 knots. (SEISYO MARU, 20,000 miles at 9 knots)

Potential naval value: AP, AK.
Remarks: ANZAN—Believed to be carrying oil in bulk.



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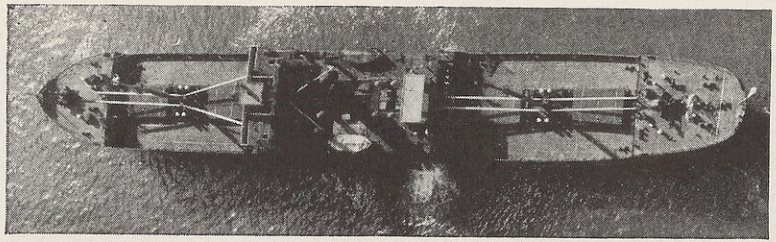
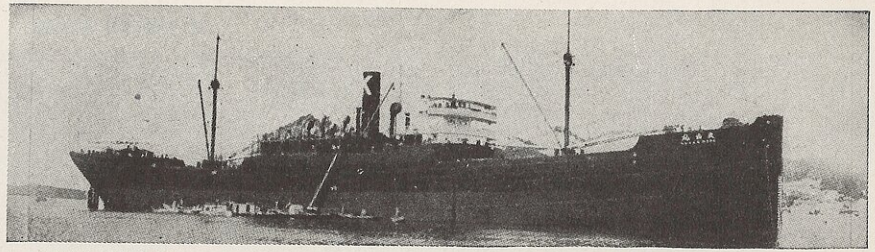
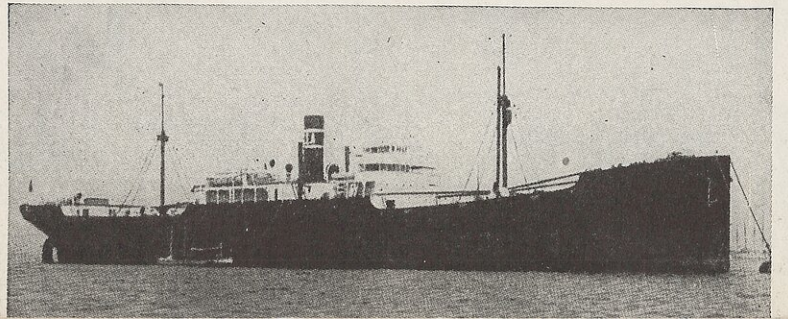
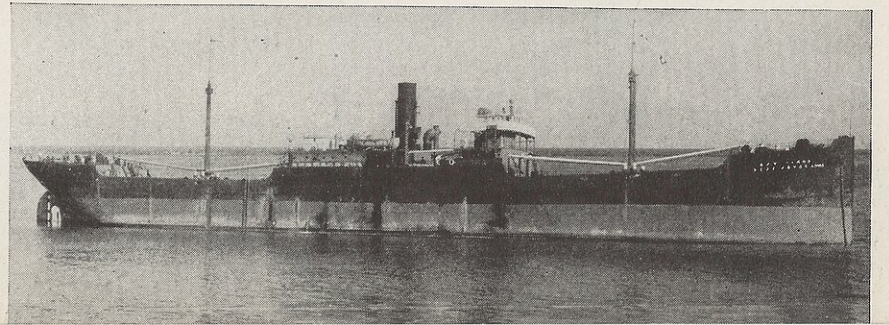


▲ TAZAN MARU ▼ SEISYO MARU



▲ TAZAN MARU ▼ ANZAN MARU





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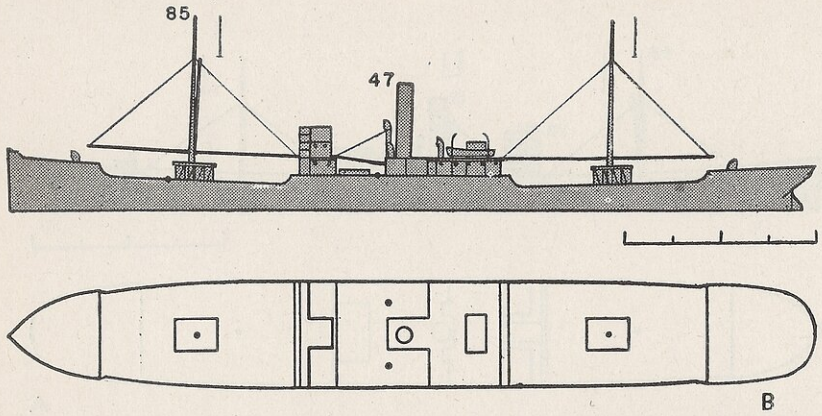


TAIAN MARU – TAIGEN MARU – YOSYU MARU

Tonnages:
Gross: 5,655–5,711 D. W.: 8,750–8,890

Length:
W. L. (B. P.): 410' O. A.:

Beam: 54'

Drafts:
Loaded: 24' Light: 8'

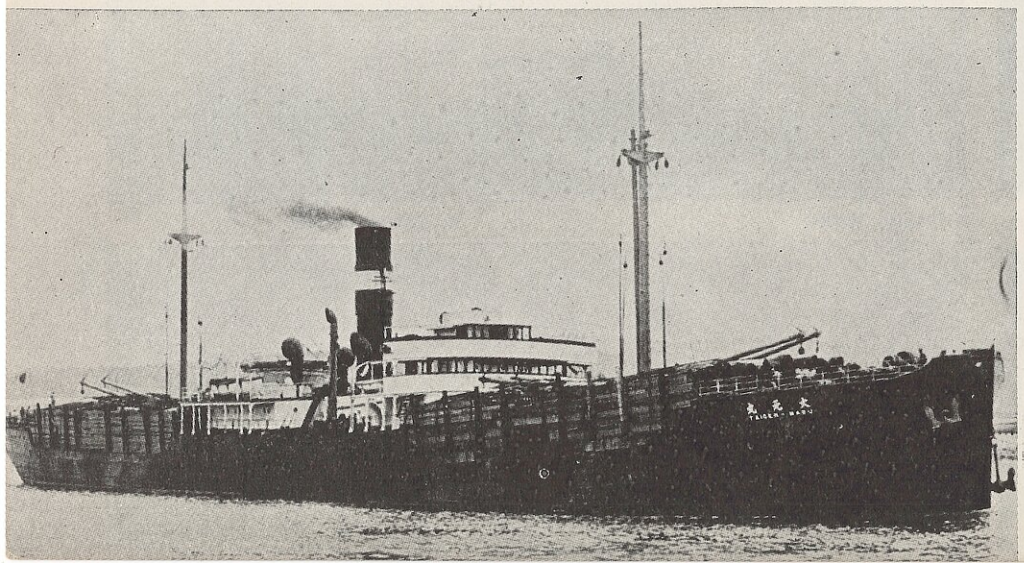
Speed:
Normal cruising: 10 Max.: 11

Potential naval value: AP, AK.
Remarks:

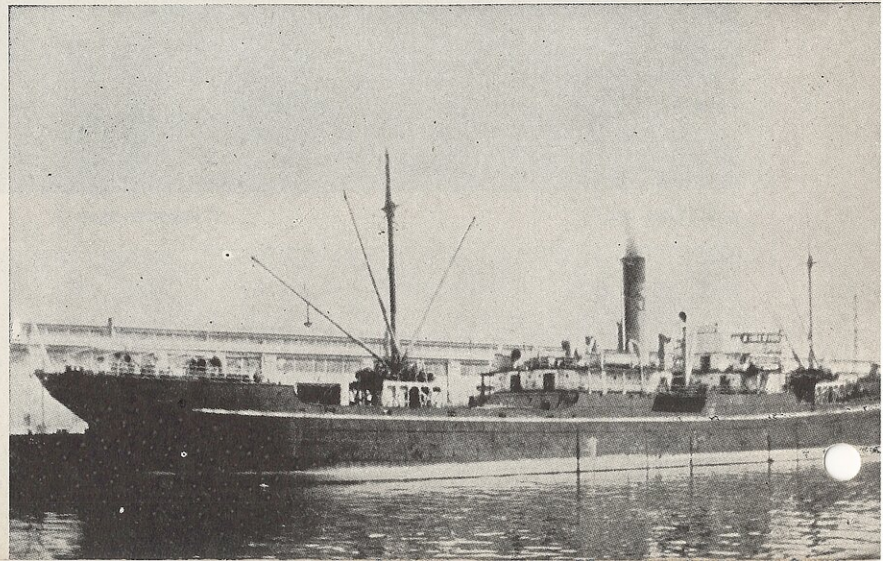
Constructed:
1917 United States

Propulsion:
Machinery: Steam turbine
Screws: 1 N. H. P.: 507
R. P. M.: @ Knots:
Fuel: Oil Capacity: 1,200 tons
Radius: 8,000 miles at 10 knots

▼ TAIGEN MARU



▼ YOSYU MARU



KIZAN MARU

Tonnages:
Gross: 5,072 D. W.: 8,550
Length:
W. L. (B. P.): 405' O. A.:
Beam: 53'
Drafts:
Loaded: 24' 8" Light: 8'
Speed:
Normal cruising: 10 Max.: 11
Potential naval value: AK.
Remarks:

Constructed:
1918 Great Britain
Propulsion:
Machinery: Reciprocating
Screws: 1 N. H. P.: 538
R. P. M.: @ Knots:
Fuel: Coal Capacity: 1,720 tons
Radius: 14,700 miles at 10 knots

KURETAKE MARU

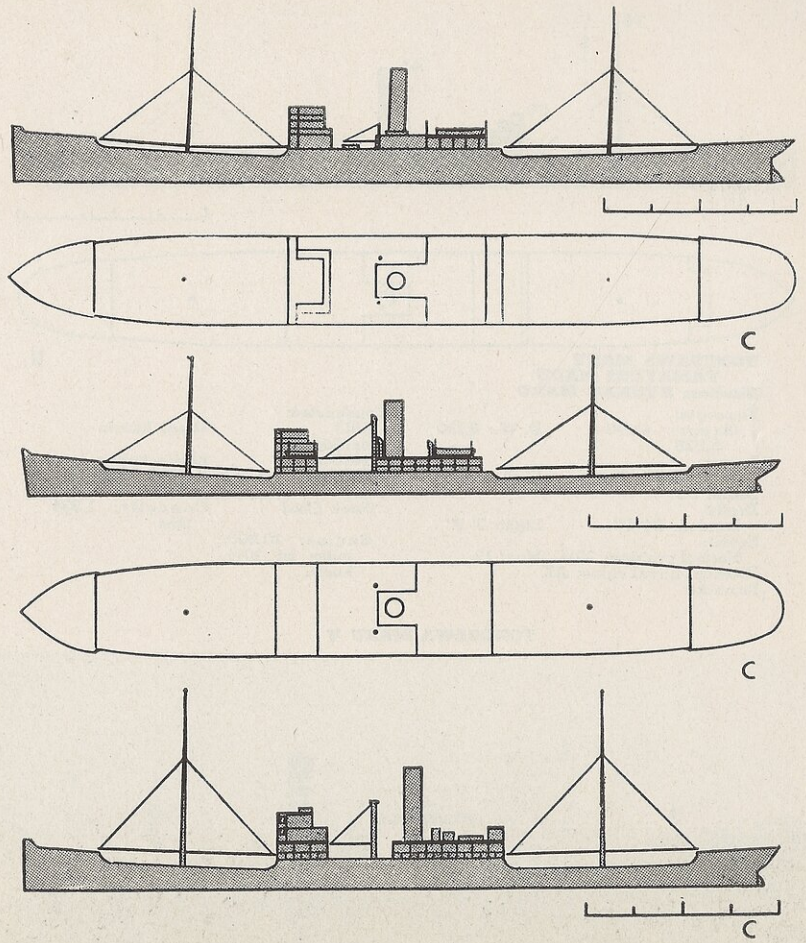
Tonnages:
Gross: 5,175 D. W.: 8,950
Length:
W. L. (B. P.): 405' O. A.:
Beam: 53'
Drafts:
Loaded: 24' 8" Light: 7'
Speed:
Normal cruising: 10½ Max.: 12
Potential naval value: AK.
Remarks:

Constructed:
1925 Great Britain
Propulsion:
Machinery: Reciprocating
Screws: 1 N. H. P.: 477
R. P. M.: @ Knots:
Fuel: Coal Capacity: 1,925 tons
Radius: 13,900 miles at 10½ knots

ZYUNYO MARU

Tonnages:
Gross: 5,003 D. W.: 8,310
Length:
W. L. (B. P.): 405' O. A.:
Beam: 53'
Drafts:
Loaded: 24' 3" Light: 7' 10"
Speed:
Normal cruising: 10 Max.: 11
Potential naval value: AK.
Remarks:

Constructed:
1913 Great Britain
Propulsion:
Machinery: Reciprocating.
Screws: 1 N. H. P.: 475
R. P. M.: @ Knots:
Fuel: Coal Capacity: 2,276 tons
Radius: 18,000 miles at 10 knots



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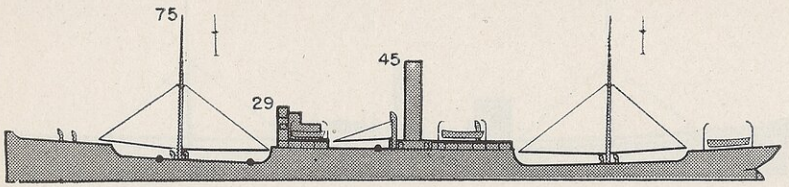
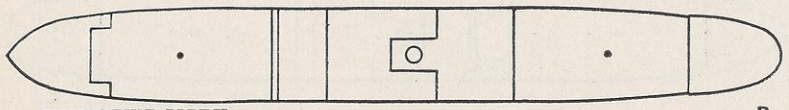


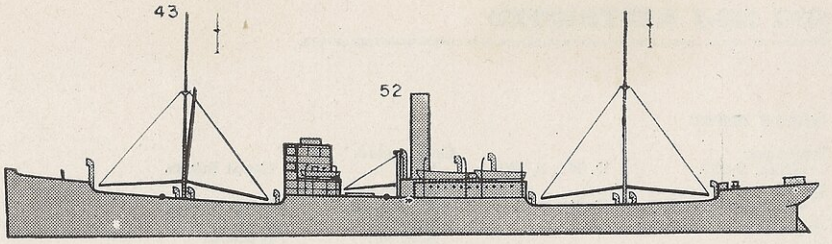


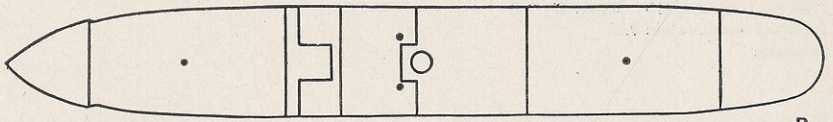
TONEGAWA MARU
YAMAYURI MARU
Similar: RYUNAN MARU

Tonnages:
Gross: 4,998–5,028 D. W.: 8,130
Length:
W. L. (B. P.): 401' O. A.:
Beam: 52'
Drafts:
Loaded: 24' 9" Light: 7' 9"
Speed:
Normal cruising: 10½ Max: 12
Potential naval value: AK
Remarks:

Constructed: 1913 Great Britain
Propulsion:
Machinery: Reciprocating
Screws: 1 N. H. P.: 458
R. P. M.: @ Knots:
Fuel: Coal Capacity: 1,334 tons

Radius: 10,500 miles at 10½ knots.





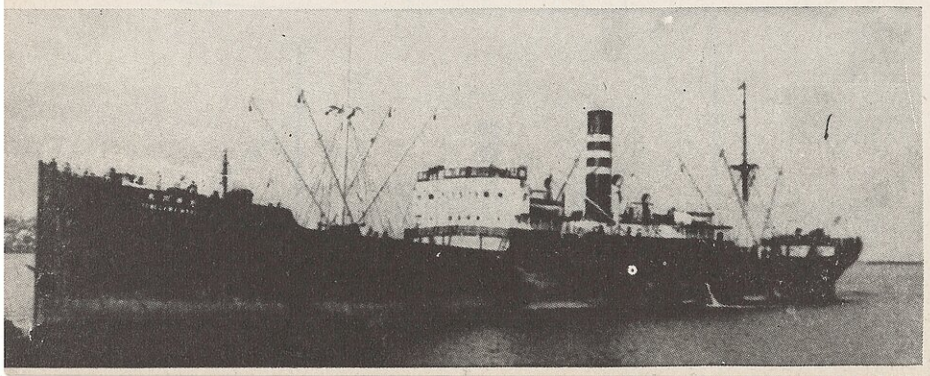
HAMBURG MARU

Tonnages:
Gross: 5,220 D. W.: 8,634
Length:
W. L. (B. P.): 400' O. A.:
Beam: 54' 6"
Drafts:
Loaded: 24' 6" Light: 8'
Speed:
Normal cruising: 10 Max: 13
Potential naval value: AP, AK
Remarks:

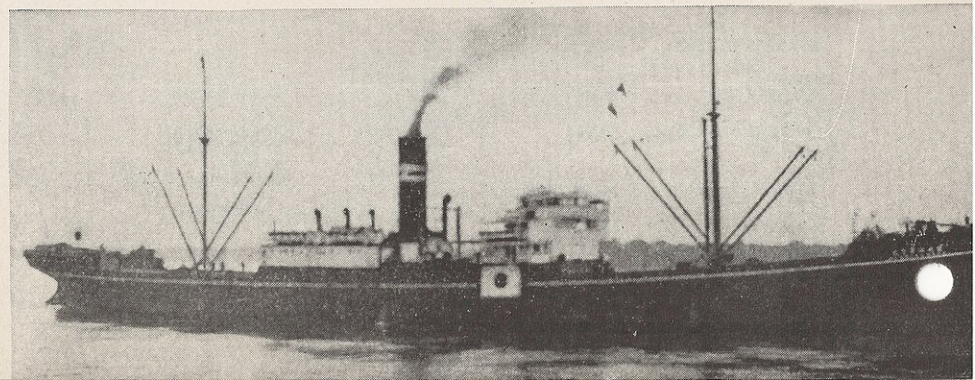
Constructed: 1920 Japan
Propulsion:
Machinery: Reciprocating
Screws: 1 N. H. P.: 513
R. P. M.: @ Knots:
Fuel: Oil Capacity: 2,200 tons

Radius: 17,500 miles at 10 knots.

TONEGAWA MARU ▼



HAMBURG MARU ▼



ONI 208-J RESTRICTED

DIVISION OF NAVAL INTELLIGENCE—IDENTIFICATION AND CHARACTERISTICS SECTION

ADA

BENNEVIS, ENZYU MARU, HEIAN MARU, HOKKO MARU, HOKUTAI MARU, HUKUSEI MARU, HUKUZYU MARU, KAIMEI MARU, KAZAN MARU, KOSEI MARU, KUSUYAMA MARU, MIYADONO MARU, MOMOYAMA MARU, RASIN MARU, SEKIHO MARU, SINKYO MARU, SYOTO MARU, TAIAN MARU, TYOYO MARU, UTIDE MARU, YAMAGIKU MARU, YAMAHAGI MARU, YAMAHUZI MARU, ZINZAN MARU

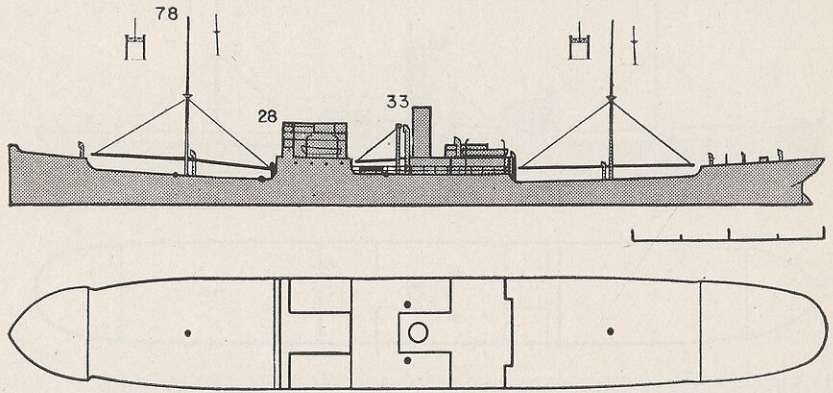
Tonnages:
Gross: 5,139–5,764 D. W.: 8,000–8,525
Length:
W. L. (B. P.): 399'–401' O. A.:
Beam: 52'
Drafts:
Loaded: 25' Light: 8'
Speed:
Normal cruising: 10 Max.: 12

Constructed:
1918–21 Great Britain
Propulsion:
Machinery: Reciprocating
Screws: 1 N. H. P.: 520
R. P. M.: @ Knots:
Fuel: Coal Capacity: 1,960 tons

Radius: 14,000 miles at 10 knots

Potential naval value: AP, AK.

Remarks: General characteristics: Boats rest flush on bridge deck. Superstructure abaft funnel inboard from lifeboat. BENNEVIS and the ADA believed captured and being operated by the Japanese. Some vessels of this class may have goalpost kingposts with topmast instead of stick mast.



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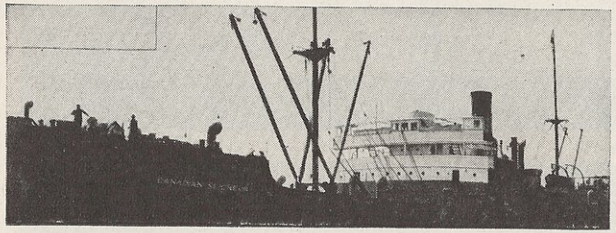
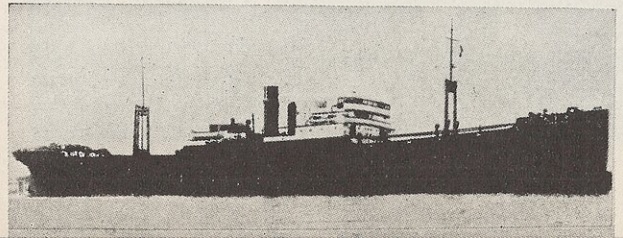
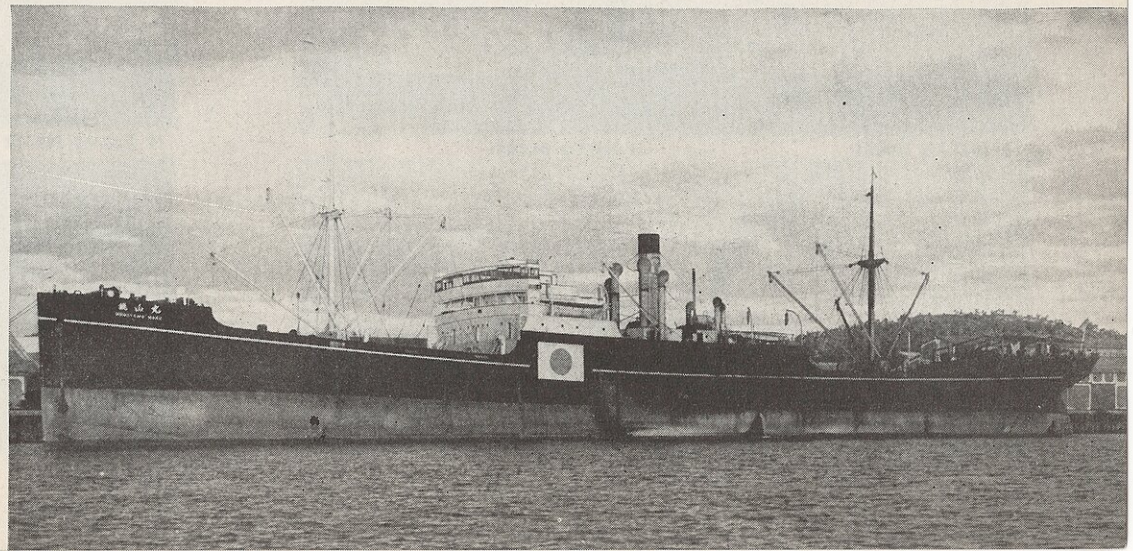
▼ MOMOYAMA MARU



▲ RASIN MARU

▼ SYOTO MARU





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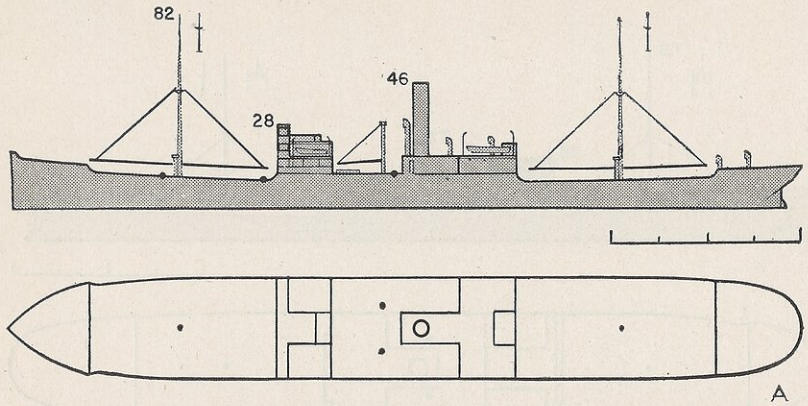


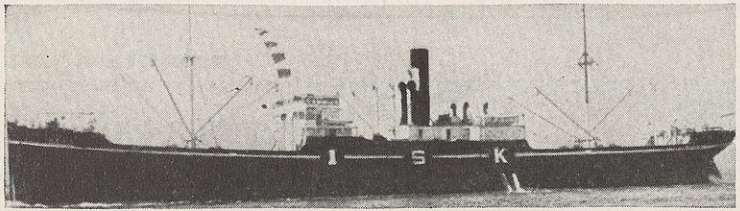
BIYO MARU

BOSTON MARU, BUYO MARU, HAVRE MARU, HAYO MARU, HUKUYO MARU, KASYU MARU, KOYO MARU, MEIGEN MARU, MILAN MARU, NITIAI MARU, NITIREN MARU, NITIRYU MARU, OYO MARU, REIYO MARU, YOSIDA MARU #1, ZYUYO MARU

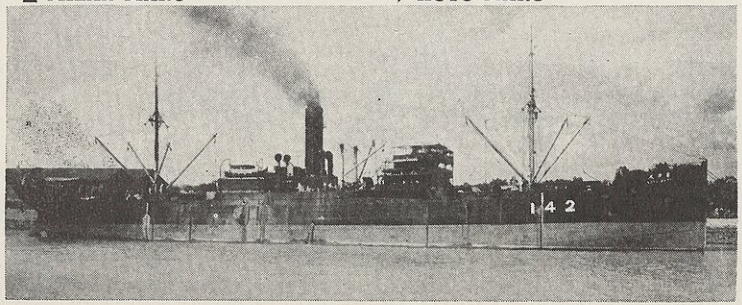
Tonnages:		Constructed:	
Gross: 5,425–80	D. W.: 8,717	1919–26	Japan
Length:		Propulsion:	
W. L. (B. P.): 400′	O. A.:	Machinery:	Reciprocating
Beam: 53′		Screws: 1	N. H. P.: 513
Drafts:		R. P. M.:	@ Knots:
Loaded: 26′	Light: 8′	Fuel: Coal	Capacity: 1,850 tons
Speed:			
Normal cruising: 10	Max.: 12	Radius: 13,500 miles at 10 knots	

Potential naval value: AP, AK.

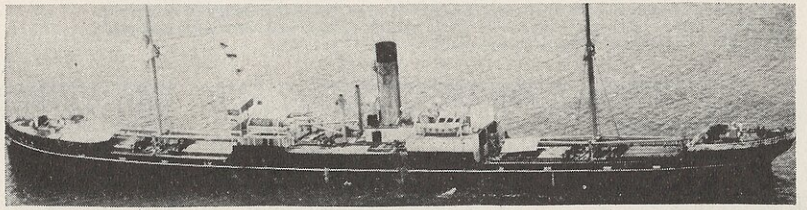
Remarks: HAYO MARU, OYO MARU, REIYO MARU—fitted for oil.



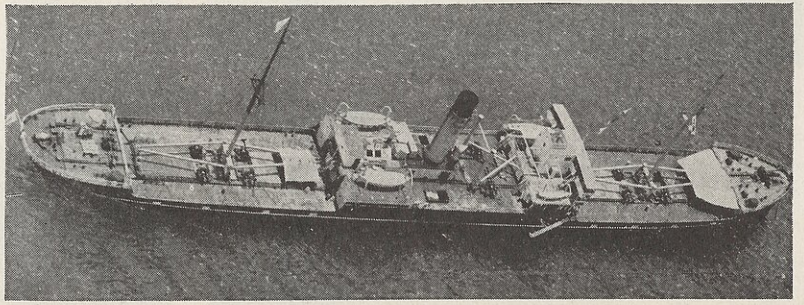
▲ MILAN MARU

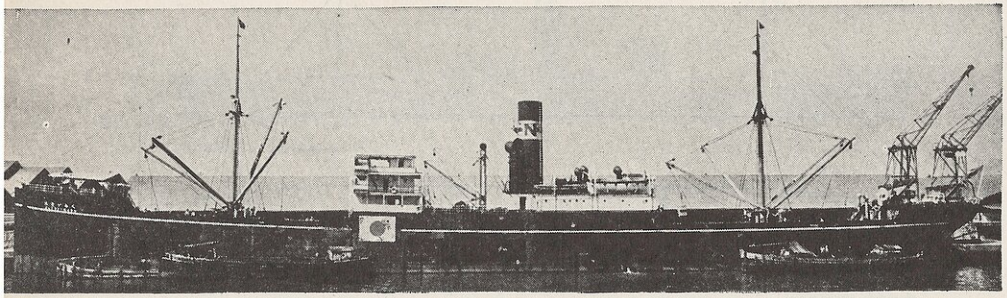


▼ KOYO MARU

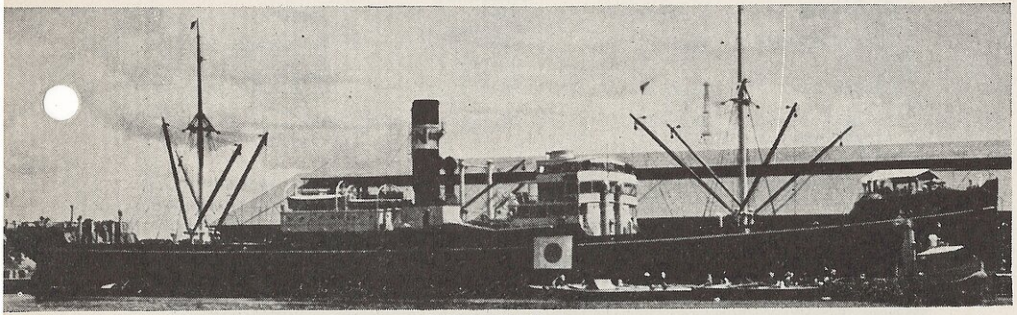


▼ REIYO MARU ▲

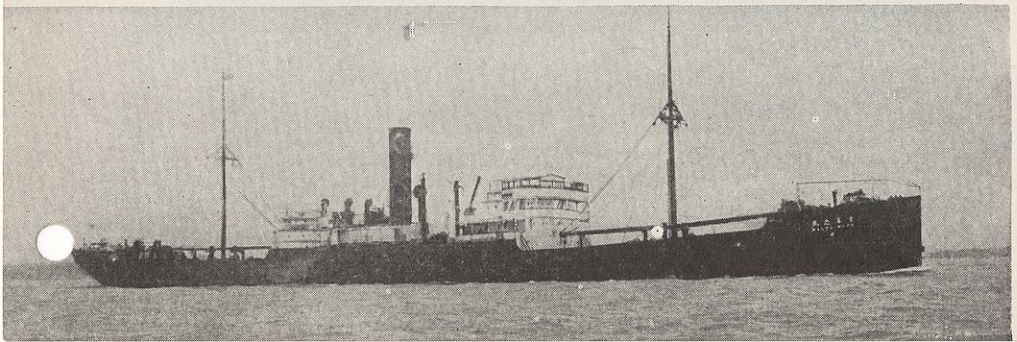


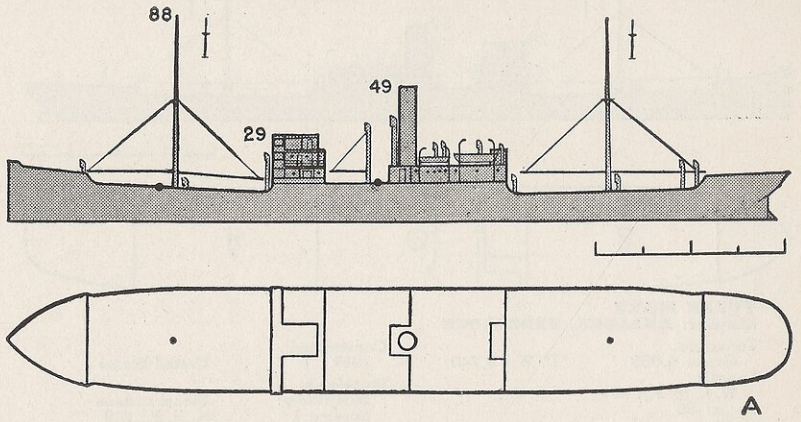


CLYDE MARU ▲ MALTA MARU ▼



ERIE MARU ▼





CLYDE MARU

ERIE MARU, MALTA MARU

Tonnages:
Gross: 5,493–5,500 D. W.: 8,727–8,772

Length:
W. L. (B. P.): 400′ O. A.:

Beam: 53′

Drafts:
Loaded: 25′ 6″ Light: 8′

Speed:
Normal cruising: 10 Max.: 12

Potential naval value: AP, AK.

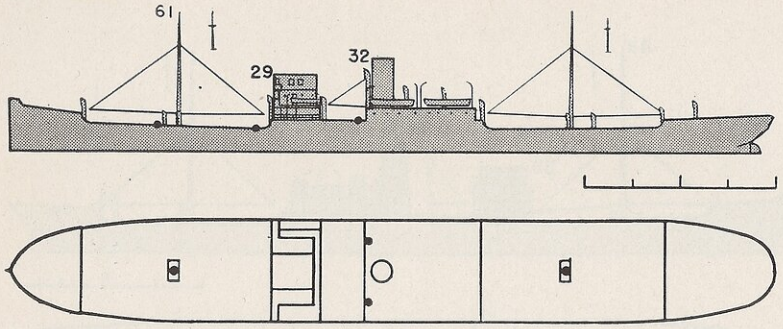
Remarks:

Constructed:
1919–20 Japan

Propulsion:
Machinery: Reciprocating
Screws: 1 N. H. P.: 513
R. P. M.: @ Knots:
Fuel: Coal Capacity: 1,725 tons

Radius: 12,000 miles at 10 knots

38 MFM



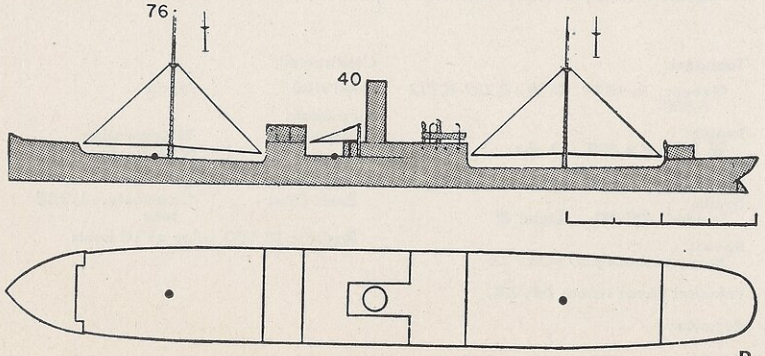
B

YUZAN MARU
Similar: ANALOCK, FEDERLOCK

Tonnages:
Gross: 6,039 D. W.: 9,740
Length:
W. L. (B. P.): 397′ O. A.:
Beam: 55′
Drafts:
Loaded: 27′ Light:
Speed:
Normal cruising: 8½ Max.: 10
Potential naval value: AK.

Constructed:
1919 United States
Propulsion:
Machinery: Steam turbine
Screws: 1 N. H. P.: 619
R. P. M.: @ Knots:
Fuel: Coal Capacity: 878 tons
Radius: 5,300 miles at 8½ knots

Remarks: ANALOCK, FEDERLOCK—on charter to Japanese at outbreak of war. Believed since renamed.



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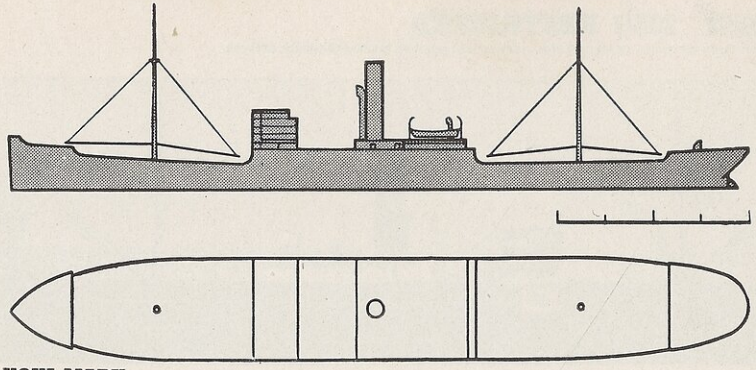
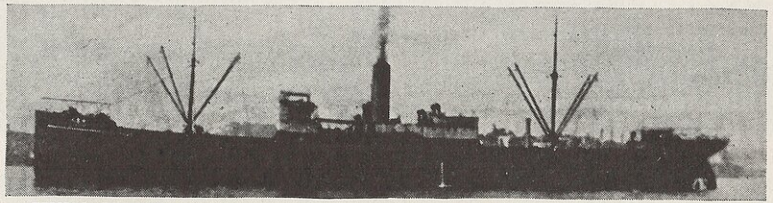


KOKI MARU

Tonnages:
Gross: 5,291 D. W.: 8,593
Length:
W. L. (B. P.): 388′ O. A.:
Beam: 53′
Drafts:
Loaded: 25′ 7″ Light: 8′
Speed:
Normal cruising: 9½ Max.: 11½
Potential naval value: AK.
Remarks:

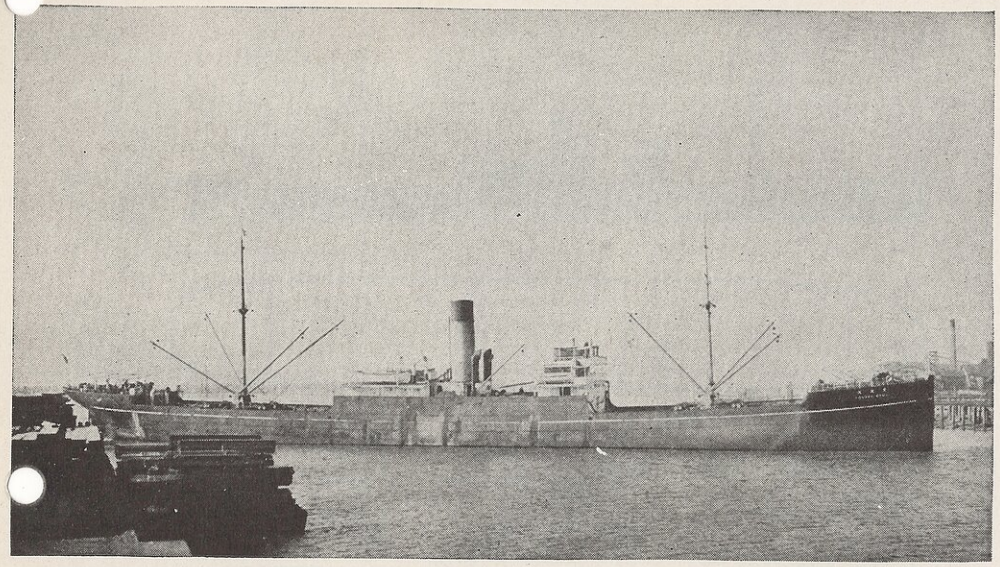
Constructed:
1921 Japan
Propulsion:
Machinery: Reciprocating
Screws: 1 N. H. P.: 513
R. P. M.: @ Knots:
Fuel: Coal Capacity: 1,585 tons
Radius: 12,000 miles at 9½ knots



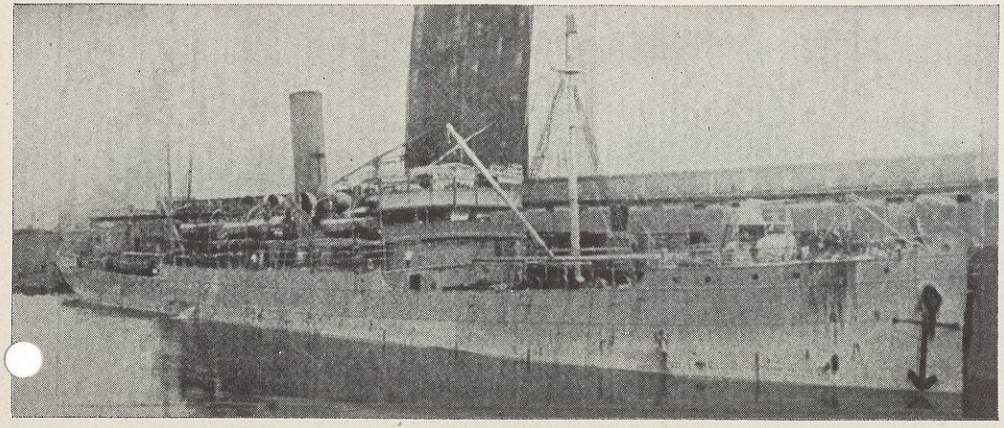
SINNO MARU ▲

Tonnages:
Gross: 4,888 D. W.: 7,823
Length:
W. L. (B. P.): 390′ O. A.:
Beam: 51′
Drafts:
Loaded: 24′7″ Light: 8′
Speed:
Normal cruising: 9 Max.: 10
Potential naval value: AK.
Remarks:

Constructed:
1912 Great Britain
Propulsion:
Machinery: Reciprocating
Screws: 1 N. H. P.: 411
R. P. M.: @ Knots:
Fuel: Coal Capacity: 1,660 tons
Radius: 12,800 miles at 9 knots

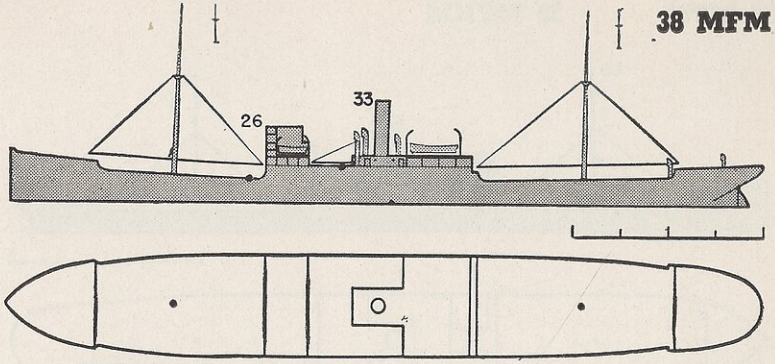


SAIHO MARU ▲



CEYLON MARU ▼

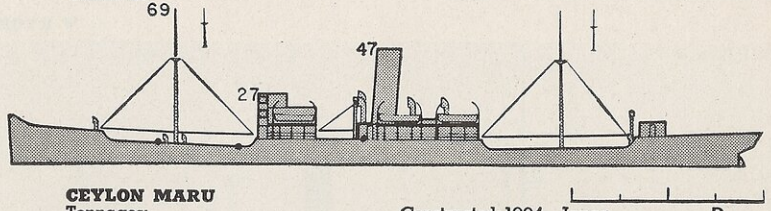
38 MFM



NANKO MARU
SAIHO MARU, TOHO MARU
Similar: RYUSEI MARU, NANSIN MARU

Tonnages:
Gross: 4,639–4,717 D. W.: 7,500–7,800
Length:
W. L. (B. P.):385' O. A.:
Beam: 52'
Drafts:
Loaded: 24' Light: 7' 6"
Speed: Normal cruising: 10 Max.: 12
Potential naval value: AP, AK.
Remarks:

Constructed:
1911–18 Great Britain
Propulsion:
Machinery: Reciprocating
Screws: 1 N.H.P.: 489
R. P. M.: @ Knots:
Fuel: Coal Capacity: 1,850 tons
Radius: 13,000 miles at 10 knots.



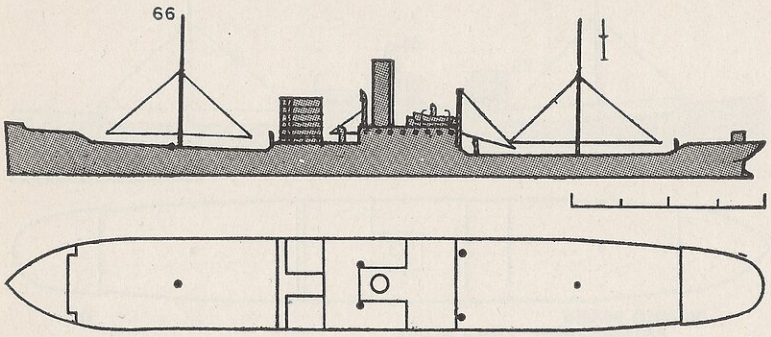
CEYLON MARU

Tonnages:
Gross: 4,905 D. W.: 6,440
Length:
W. L. (B. P.): 385' O. A.:
Beam: 49'
Drafts:
Loaded: 24' Light: 9'6"
Speed:
Normal cruising: 9½ Max:. 10½
Potential naval value: AK, AP.

Constructed: 1904 Japan
Propulsion:
Machinery: Reciprocating
Screws: 1 N. H. P.: 442
R. P. M.: @ Knots:
Fuel: Coal Capacity: 1,940 tons
Radius: 16,000 miles at 9½ knots.

Remarks:

38 MFM **38 MFKM**



A

RYOKAI MARU

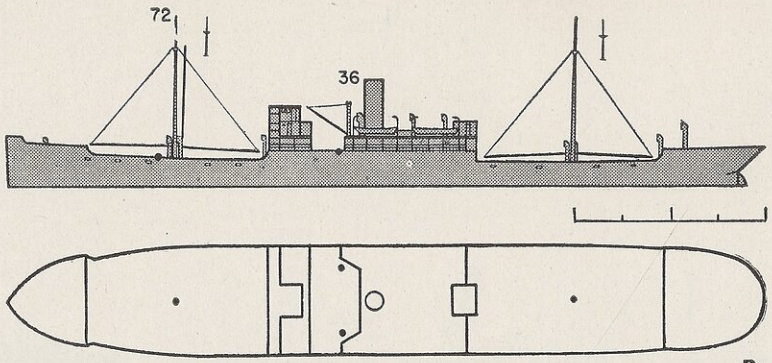
Tonnages:
Gross: 4,655 D. W.: 7,400
Length:
W. L. (B. P.): 380′ O. A.:
Beam: 49′
Drafts:
Loaded: 23′6″ Light: 7′

Speed:
Normal cruising: 10 Max.: 12½
Constructed: 1911 Great Britain
Propulsion:
Machinery: Reciprocating

Screws: 1 N. H. P.: 372
R. P. M.: @ Knots:
Fuel: Coal Capacity: 1,400 tons
Radius: 11,000 miles at 10 knots.

Potential naval value: AK

Remarks: Has operated as crab cannery



B

ESTERO **VITORLOCK**

Tonnages:
Gross: 4,743–5,030 D. W.: 7,700
Length:
W. L. (B. P.): 380′ O. A.:
Beam: 53′

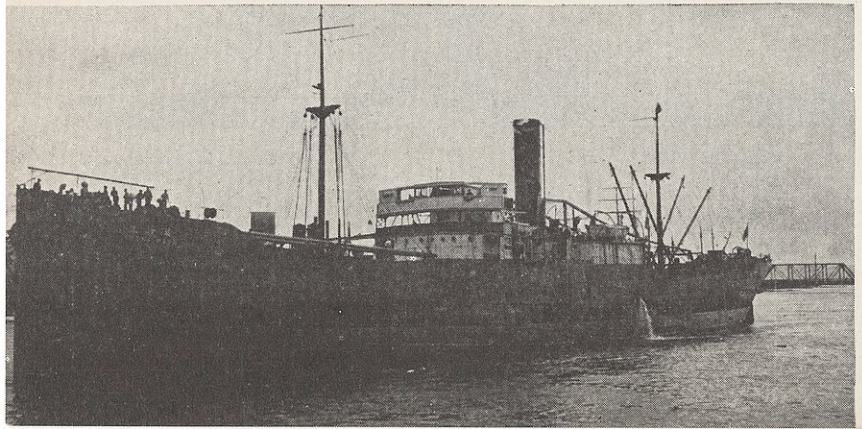
Drafts:
Loaded: 24′ Light:
Speed:
Normal cruising: 10 Max.: 11½
Constructed: 1920 United States

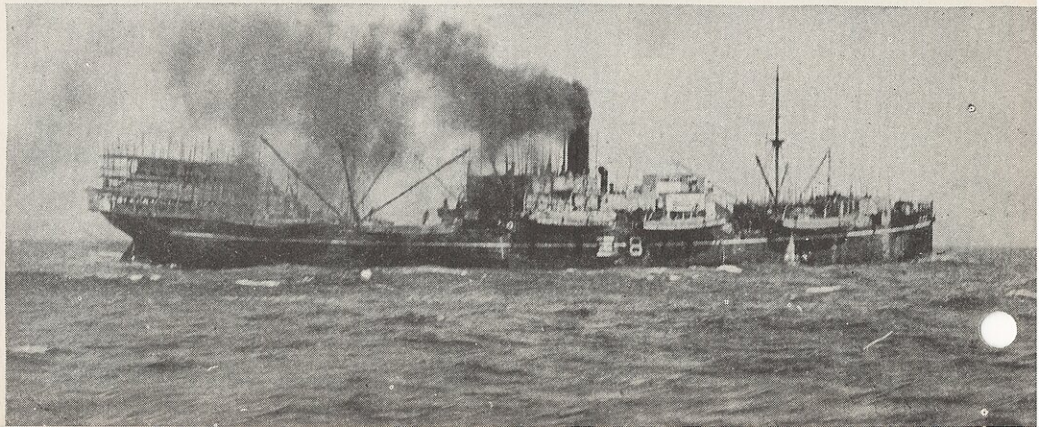
Propulsion:
Machinery: Reciprocating
Screws: 1 N. H. P.: 472
R. P. M.: @ Knots:
Fuel: Oil Capacity:
Radius:

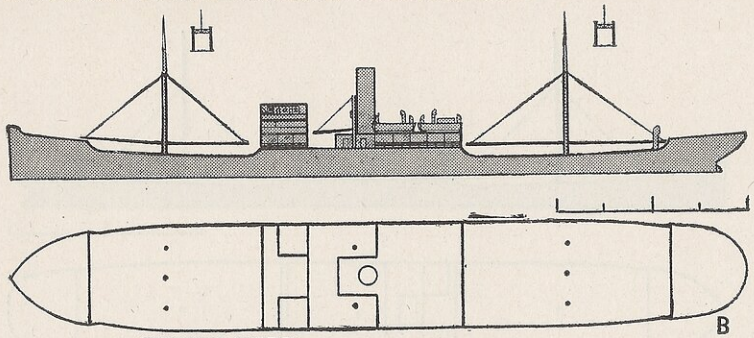
Potential naval value: AK

Remarks: VITORLOCK under charter to Japanese at outbreak of war. ESTERO believed captured and both believed to be operating under new names.

▼ RYOKAI MARU ▼







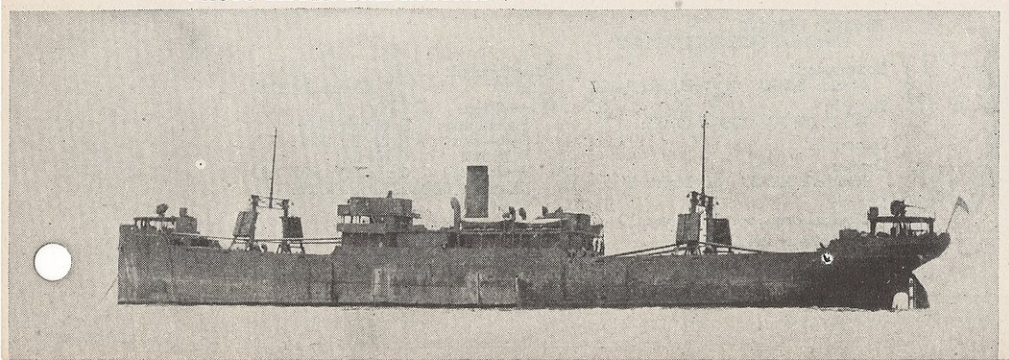
KENZAN MARU
RYUZAN MARU, SVIRSTROI

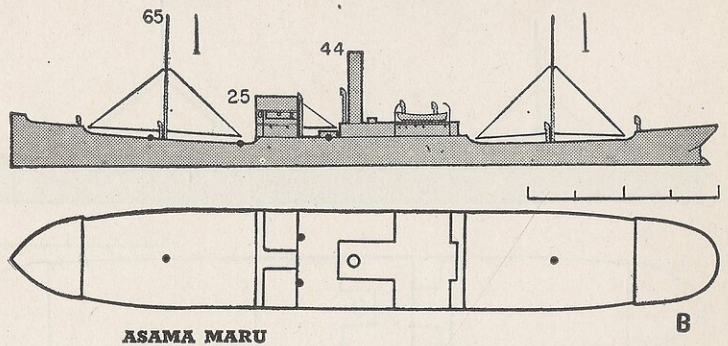
Tonnages:
Gross: 4,705–20 D. W.: 7,249
Length:
W. L. (B. P.): 377' O. A.:
Beam: 52'
Drafts:
Loaded: 24' Light:
Speed:
Normal cruising: 9
Max.: 11

Constructed:
1919 United States
Propulsion:
Machinery: Reciprocating
Screws: 1 N. H. P.: 488 @ Knots:
R. P. M.: Capacity:
Fuel: Coal 1,790 tons
Radius: 13,800 miles at 9 knots.

Potential naval value: AK.
Remarks: Former U. S. Shipping Board vessels. SVIRSTROI: Former Russian vessel captured by Japanese.

PHOTO SISTER DNEPROSTROI ▼





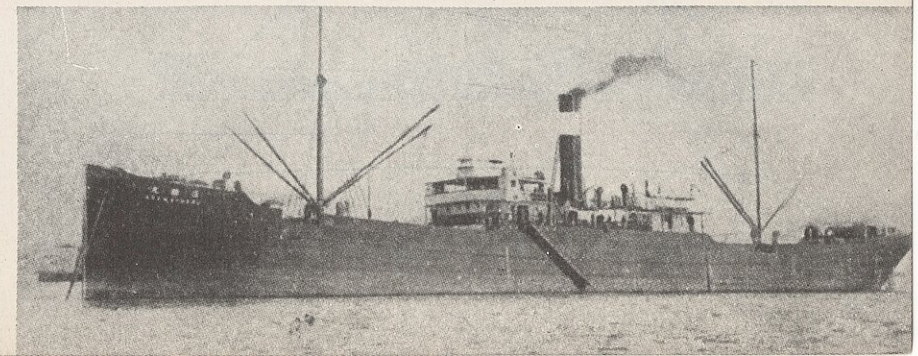
ASAMA MARU

Tonnages:
Gross: 4,892 D. W.: 7,500
Length:
W. L. (B. P.): 370' O. A.:
Beam: 52'
Drafts:
Loaded: 24' 7" Light: 8' 10"
Speed:
Normal cruising: 9
Max.: 11

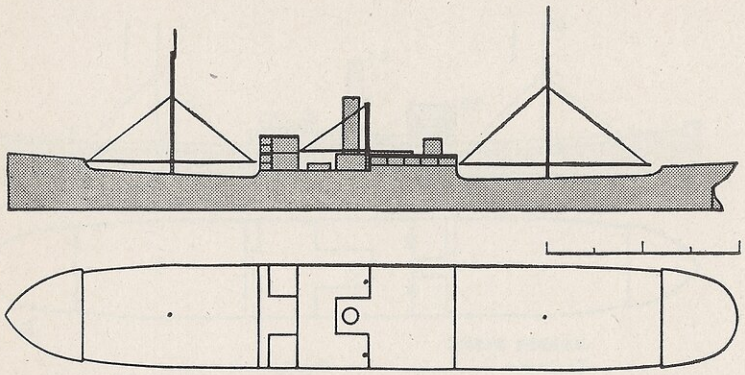
Constructed:
1901 Great Britain
Propulsion:
Machinery: Reciprocating
Screws: 1 N. H. P.: 405
R. P. M.: @ Knots:
Fuel: Coal Capacity: 1,300 tons
Radius: 9,300 miles at 9 knots.

Potential naval value: AK.
Remarks:

ASAMA MARU ▼



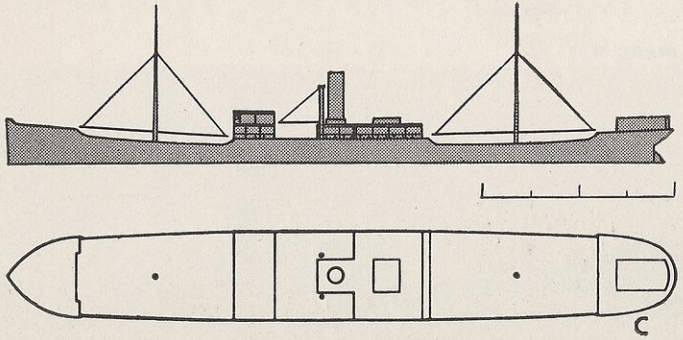
38 MFM



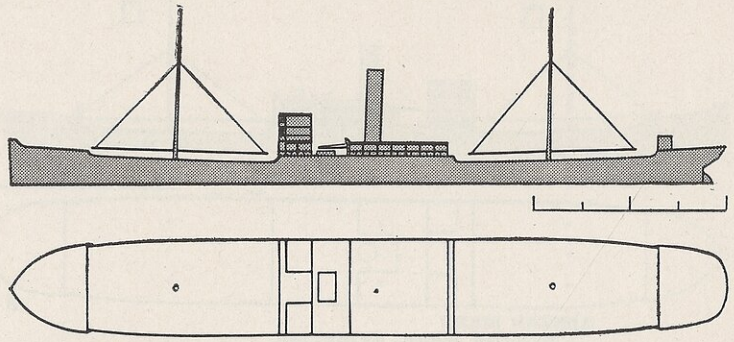
PLEIADES C

Tonnage:
Gross: 4,620 D. W.: 7,400
Length:
W. L. (B. P.): 370′ O. A.:
Beam: 53′
Drafts:
Loaded: 24′a Light:
Speed:
Normal cruising: 9 Max:
Constructed:
1918 United States
Propulsion:
Machinery: Reciprocating
Screws: 1 N. H. P.: 471
R. P. M.: @ Knots:
Fuel: Oil Capacity:
Radius:

Potential naval value: AK.
Remarks: Believed captured and now being operated by Japanese.



C



KOWA MARU C

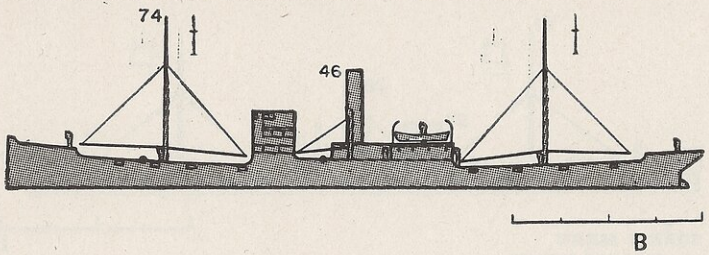
Tonnages:
Gross: 4,520 D. W.: 7,180
Length:
W. L. (B. P.): 370′ O. A.:
Beam: 52′
Drafts:
Loaded: 23′ Light: 9′ 10″
Speed:
Normal cruising: 9 Max.: 10
Potential naval value: AK.
Remarks:

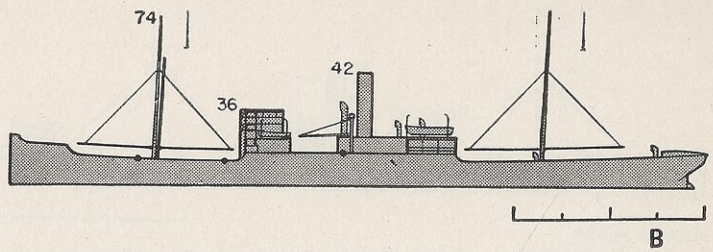
Constructed:
1906 Great Britain
Propulsion:
Machinery: Reciprocating
Screws: 1 N. H. P.: 253
R. P. M.: @ Knots:
Fuel: Coal Capacity: 1,000
Radius: 7,100 miles at 9 knots

ANZAN MARU
Similar: MITUKI MARU

Tonnages:
Gross: 3,890 D. W.: 6,462
Length:
W. L. (B. P.): 350′ O. A.:
Beam: 51′
Drafts:
Loaded: 22′ 3″ Light: 7′
Speed:
Normal cruising: 9 Max.: 10
Potential naval value: AK.
Remarks:

Constructed:
1915 Great Britain
Propulsion:
Machinery: Reciprocating
Screws: 1 N. H. P.: 302
R. P. M.: @ Knots:
Fuel: Coal Capacity: 952 tons
Radius: 7,600 miles at 9 knots





NANKA MARU

Tonnages:
Gross: 4,065 D. W.: 6,650

Length:
W. L. (B. P.): 361' O. A.:

Beam: 50'

Drafts:
Loaded: 22' 6" Light: 7'

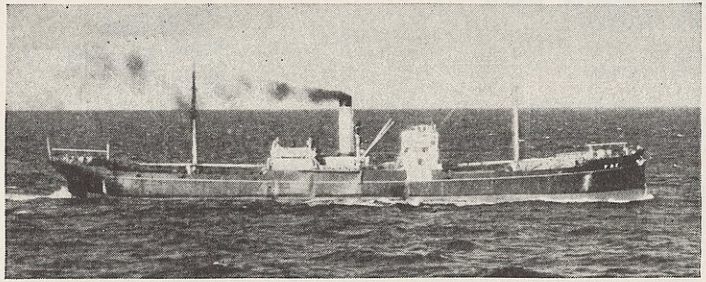
Speed:
Normal cruising: 9 Max.: 11

Constructed:
1906 Great Britain

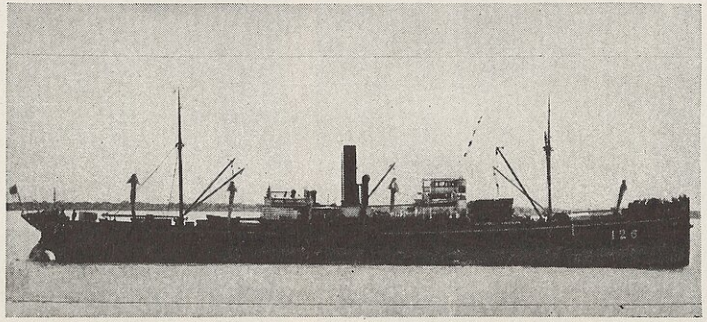
Propulsion:
Machinery: Reciprocating
Screws: 1 H. P.:
R. P. M.: @ Knots:
Fuel: Coal Capacity: 756 tons
Radius: 6,700 miles at 9 knots.

Potential naval value: AP, AK.

Remarks: Do not confuse canvas ventilators with kingposts.



▼ NANKA MARU



▲ PAZ

PAZ

Tonnages:
Gross: 4,260 D. W.: 7,260

Length:
W. L. (B. P.): 364' O. A.: 375'

Beam: 51'

Drafts:
Loaded: 23' 6" Light:

Speed:
Normal cruising: 9 Max.: 10½

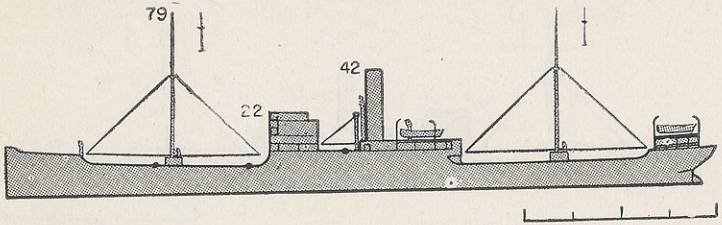
Constructed:
1914 Great Britain

Propulsion:
Machinery: Reciprocating
Screws: 1 N. H. P.: 344
R. P. M.: @ Knots:
Fuel: Coal Capacity:
Radius:

Potential naval value: AK.

Remarks: Former Philippine Island vessel which may have been salvaged.

38 MFM



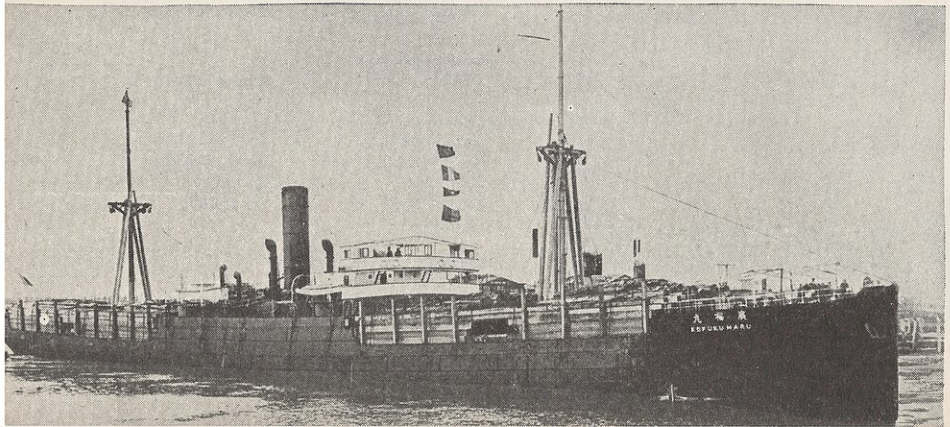
EHIME MARU
MORIOKA MARU, SINGO MARU, SINSEI MARU, SINYO MARU, SINYU MARU, SUEZ MARU, SYOGEN MARU, SYOZIN MARU, TAMATU MARU, TURUSIMA MARU, YOSIDA MARU #3

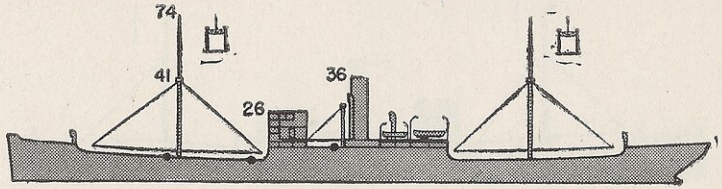
Tonnages:
Gross: 4,469–4,747 D. W.: 6,600–6,800
Length:
W. L. (B. P.): 360' O. A.:
Beam: 51'
Drafts:
Loaded: 23' Light: 8'
Speed:
Normal cruising: 8½–10 Max.: 11–13

Constructed:
1919–20 Japan
Propulsion:
Machinery: Reciprocating
Screws: 1 N. H. P.: 358
R. P. M.: 83 @ Knots: 13
Fuel: Coal Capacity: 1,700 tons
Radius: 15,000 miles at 10 knots.

Potential naval value: AP, AK.
Remarks: SINYU—Believed to be carrying oil in bulk.

▼ EHIME MARU





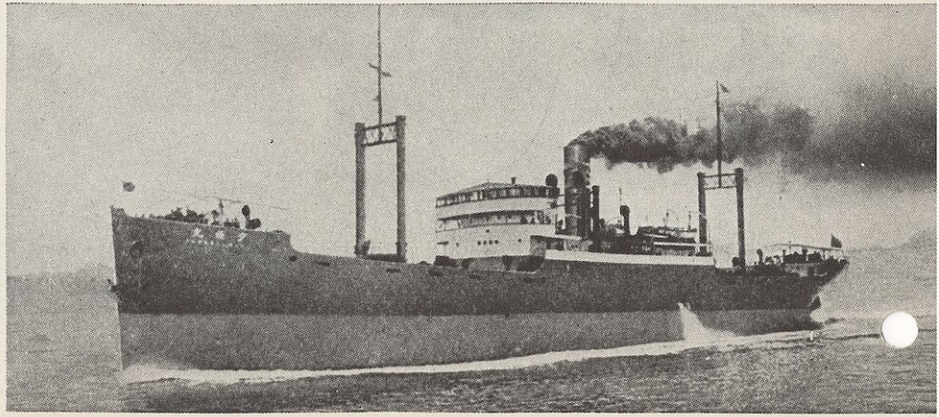
SORATI MARU
YUBARI MARU

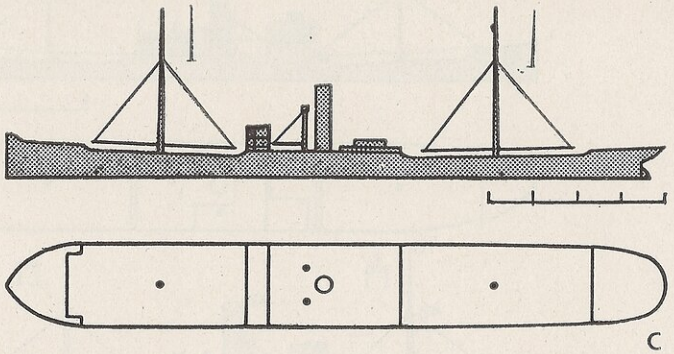
Tonnages:
Gross: 4,109 D. W.: 6,353
Length:
W. L. (B. P.): 352' O. A.:
Beam: 49'
Drafts:
Loaded: 23' Light: 7'
Speed:
Normal cruising: 10½ Max.: 12

Constructed:
1930 Japan
Propulsion:
Machinery: Reciprocating
Screws: 1 N. H. P.: 241
R. P. M.: @ Knots:
Fuel: Coal Capacity: 476 tons
Radius: 6,000 miles at 10½ knots.

Potential naval value: AP, AK.
Remarks:

▼ YUBARI MARU





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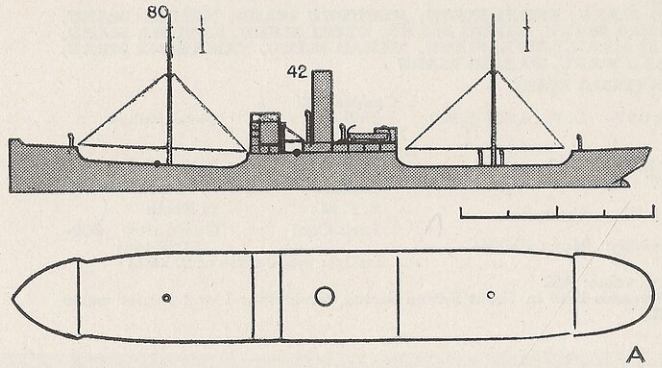


A

TAISEI MARU

Tonnages:
Gross: 3,601 D. W.: 5,570

Length:
W. L. (B. P.): 341′ O. A.:

Beam: 47′

Drafts:
Loaded: 21′ 5″ Light: 8′

Speed:
Normal cruising: 9 Max.: 10

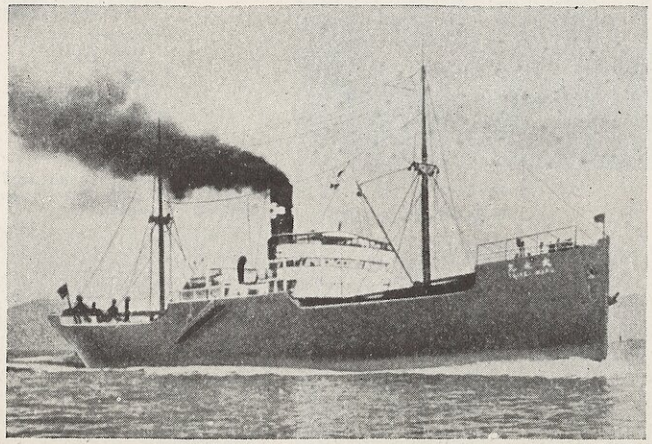
Constructed:
1899 Great Britain

Propulsion:
Machinery: Reciprocating
Screws: 1 N. H. P.: 293
R. P. M.: @ Knots:
Fuel: Coal Capacity: 541 tons
Radius: 5,200 miles at 9 knots

Potential naval value: *A.K.*

Remarks:

TAIEI MARU ▼



TAIEI MARU

Tonnages:
Gross: 3,221 D. W.: 5,160

Length:
W. L. (B. P.): 326′ O. A.:

Beam: 47′

Drafts:
Loaded: 21′ Light: 9′ 9″

Speed:
Normal cruising: 10½ Max.: 12

Constructed:
1926 Japan

Propulsion:
Machinery: Reciprocating
Screws: 1 N. H. P.: 241
R. P. M.: @ Knots:
Fuel: Coal Capacity: 642 tons
Radius: 8,100 miles at 10½ knots

Potential naval value: AK.

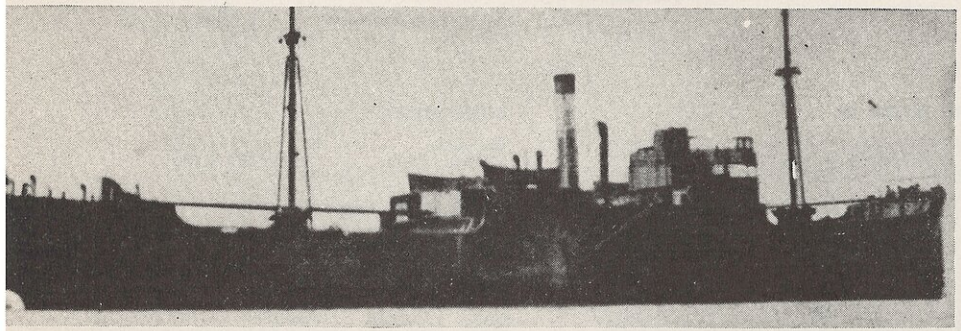
Remarks:

AKASI MARU
DAISYU MARU, ENDAI MARU, KENKOKU MARU, KIRIHA MARU, MOMOHA MARU, NIKKO MARU, SYOEI MARU, SATUMA MARU, SEIKAI MARU, SEITAI MARU, TAKAO MARU, TAMAHIME MARU, TENZAN MARU, URAZIO MARU

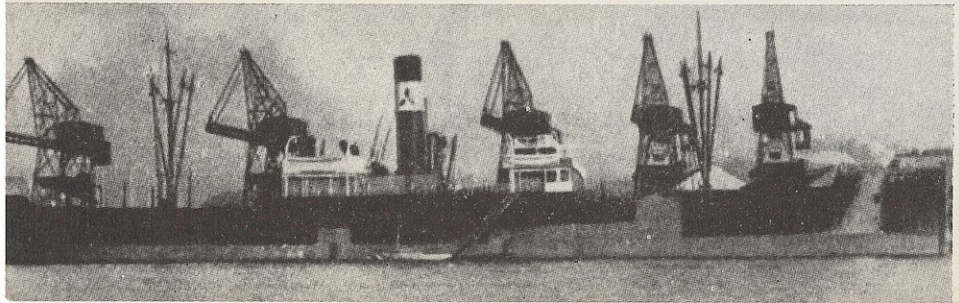
Similar: MATUURA MARU

Tonnages: Gross: 3,057–3,461 D. W.: 4,965–5,300
Length: W. L. (B. P.): 331′ O. A.:
Beam: 47′–49′
Drafts: Loaded: 21′ 9″ Light: 8′
Speed: Normal cruising: 9–10 Max.: 10–12½
Constructed: 1918–20 Great Britain
Propulsion: Machinery: Reciprocating
Screws: 1 N. H. P.: 429
R. P. M.: @ Knots:
Fuel: Coal Capacity: 800–1,000 tons
Radiul: 9,600 miles at 10 knots

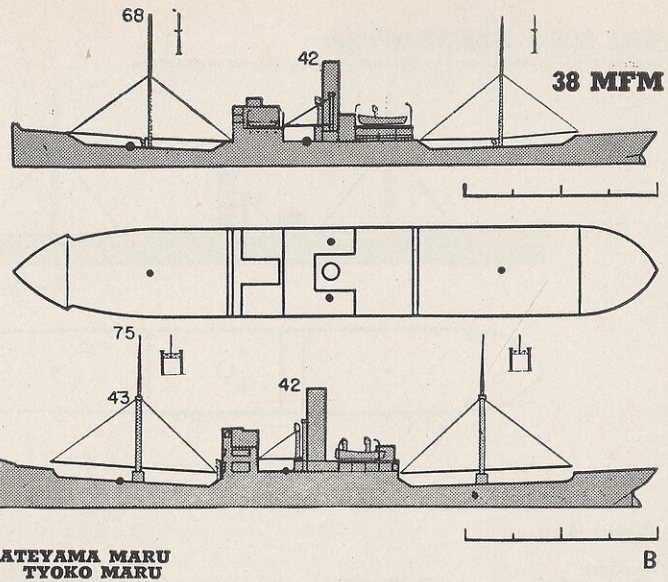
Potential naval value: AK.
Remarks: All vessels built in Great Britain during World War I and carried name prefix "WAR."



▲ SEITAI MARU



▼ MATUURA MARU

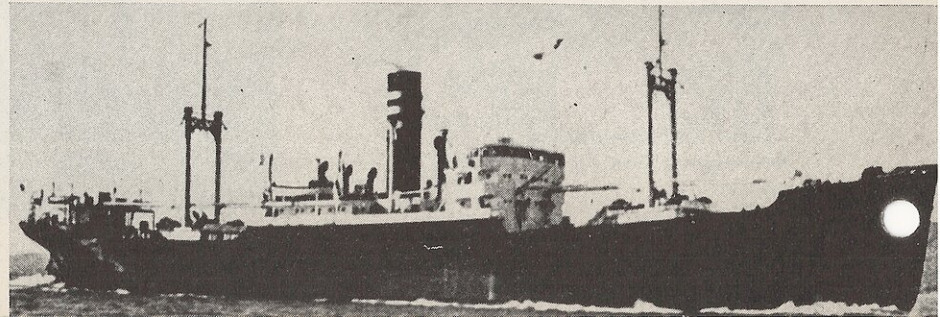


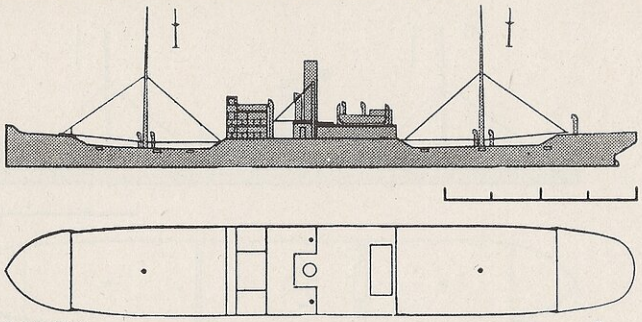
TATEYAMA MARU
TYOKO MARU

Tonnages: Gross: 3,516–3,787 D. W.: 5,437–5,480
Length: W. L. (B. P.): 340′ O. A.:
Beam: 48′
Drafts: Loaded: 22′ Light: 10
Speed: Normal cruising: 12 Max.: 14½
Constructed: 1937–39 Japan
Propulsion: Machinery: Reciprocating with exhaust turbine
Screws: 1 N. H. P.: 232
R. P. M.: @ Knots:
Fuel: Coal Capacity: 394 tons
Radius: 5,100 miles at 12 knots

Potential naval value: AP, AK
Remarks:

TYOKO MARU ▼





B

KOSEI MARU
RAMONA, ADMIRAL Y. S. WILLIAMS, TAKUSEI MARU

Tonnages:
Gross: 3,263–3,514 D. W.: 5,514

Length:
W. L. (B. P.): 324' O. A.:

Beam: 46'

Drafts:
Loaded: 24'6" Light: 7'4"

Speed:
Normal cruising: 9½ Max.: 10½

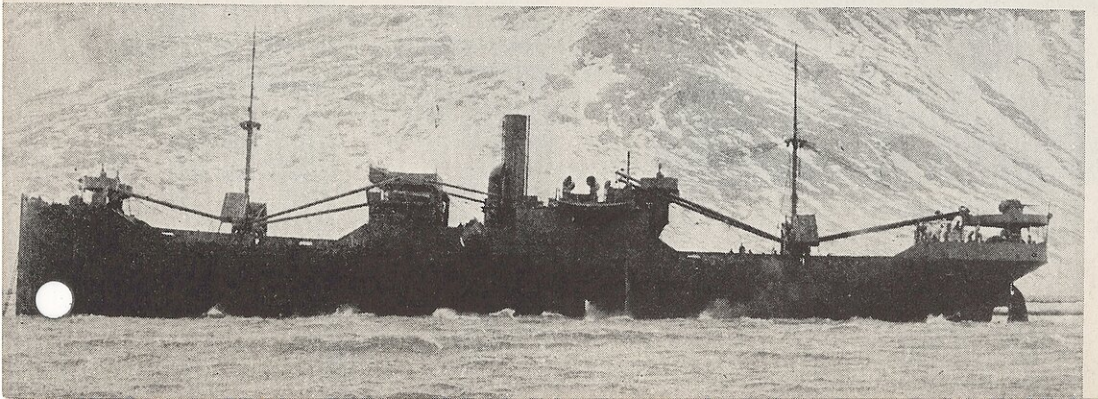
Constructed:
1919 United States

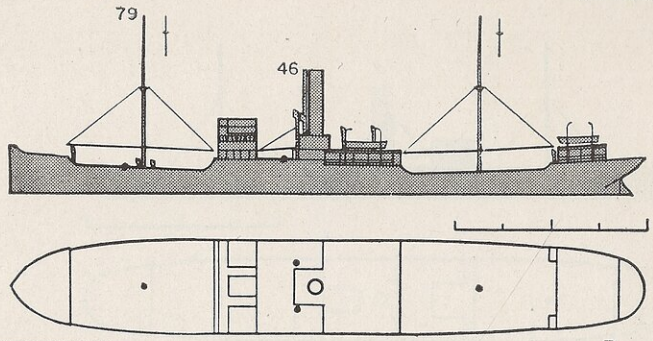
Propulsion:
Machinery: Steam turbine
Screws: 1 H. P.:
R. P. M.: @ Knots:
Fuel: Coal Capacity: 661 tons

Radius: 5,000 miles at 9½ knots.

Potential naval value: AK.
Remarks: RAMONA, and ADMIRAL Y. S. WILLIAMS believed captured and now being operated by Japanese. U. S. Shipping Board World War I "Hog Island" type.

PHOTO SISTER SHIP ASHKABAD ▼





B

HARALDSVANG

Tonnages:
Gross: 3,112 D. W.: 5,000

Length:
W. L. (B. P.): 325' O. A.: 337'

Beam: 48'

Drafts:
Loaded: 21' Light:

Speed:
Normal cruising: 9½ Max.: 11

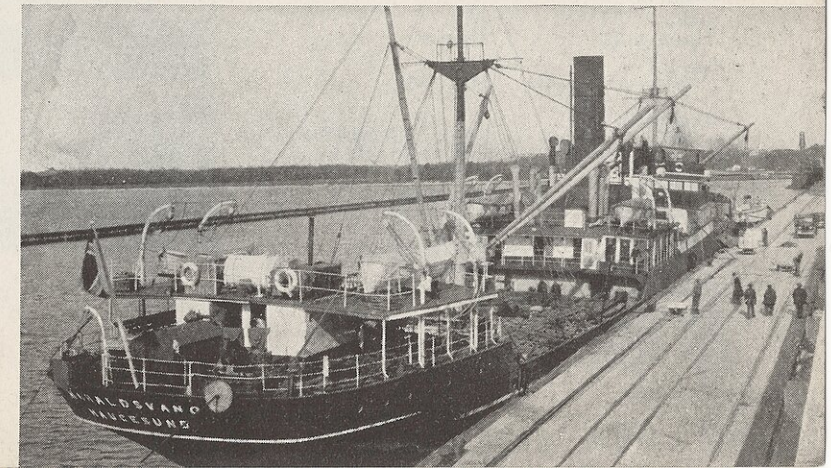
Constructed:
1920 Great Britain

Propulsion:
Machinery: Reciprocating
Screws: 1 N. H. P.: 324
R. P. M.: @ Knots:
Fuel: Coal Capacity: 519 tons

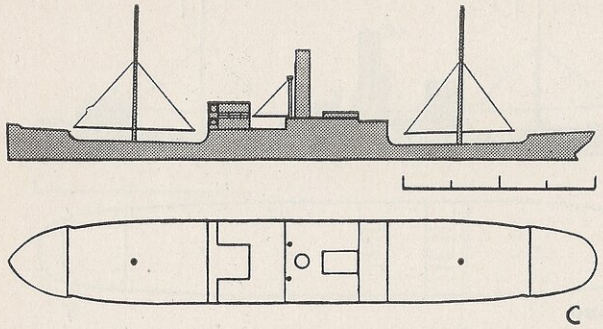
Radius:

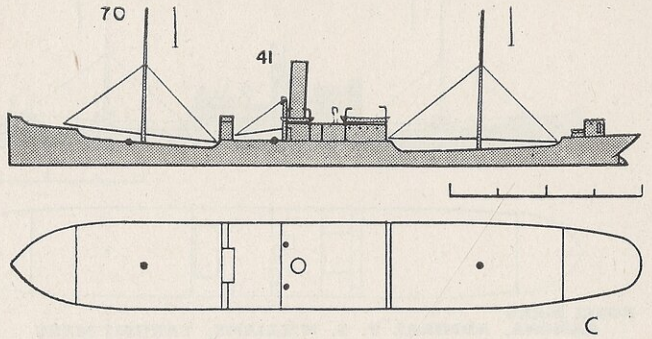
Potential naval value: AK.
Remarks: Former Norwegian ship possibly captured or salvaged by Japanese.

HARALDSVANG ▼



38 MFM





SINZUI MARU
UNKAI MARU #3, UNYO MARU #3

Similar: TENSYO MARU

Tonnages:
Gross: 2,964–3,023 D. W.: 4,675

Length:
W. L. (B. P.): 310′ O. A.:

Beam: 43′

Drafts:
Loaded: 22′ Light: 8′

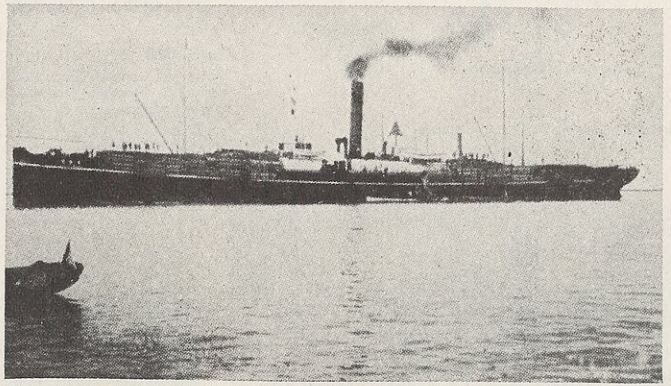
Speed:
Normal cruising: 9½ Max.: 10½

Constructed:
1918 Japan (TENSYO MARU—Great Britain)

Propulsion:
Machinery: Reciprocating
Screws: 1 N. H. P.: 241
R. P. M.: @ Knots:
Fuel: Coal Capacity: 843 tons
Radius: 11,700 miles at 9½ knots

Potential naval value: AK.

Remarks:



NISSEI MARU

NISSEI MARU

Similar: KIYO MARU, NISSIN MARU #3, SAKAE MARU

Tonnages:
Gross: 2,876 D. W.: 4,650

Length:
W. L. (B. P.): 320′ O. A.:

Beam: 46′

Drafts:
Loaded: 20′ 8″ Light: 7′ 2″

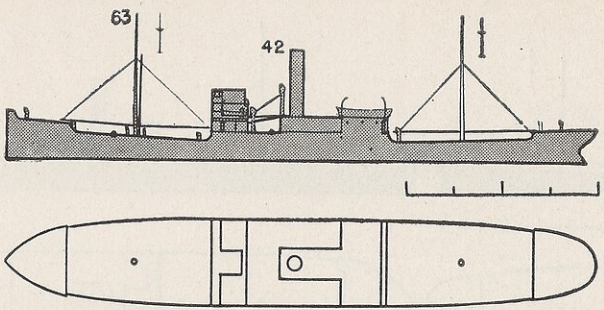
Speed:
Normal cruising: 8 Max.: 10

Constructed:
1900 Great Britain

Propulsion:
Machinery: Reciprocating
Screws: 1 N. H. P.: 249
R. P. M.: @ Knots:
Fuel: Coal Capacity: 665 tons
Radius: 6,500 miles at 8 knots

Potential naval value: AK.

Remarks:



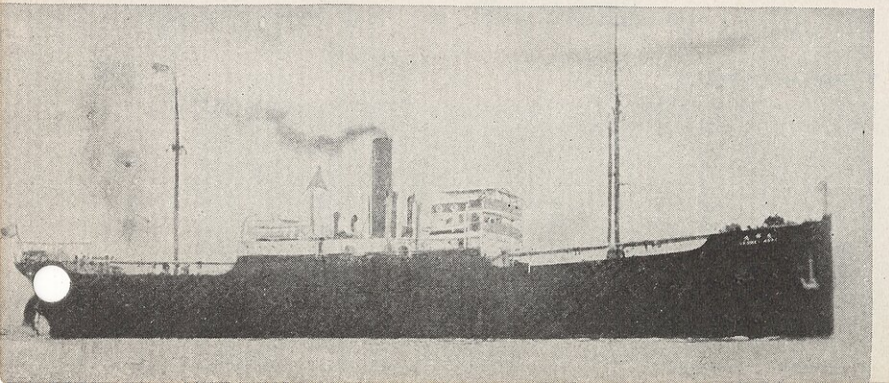
B

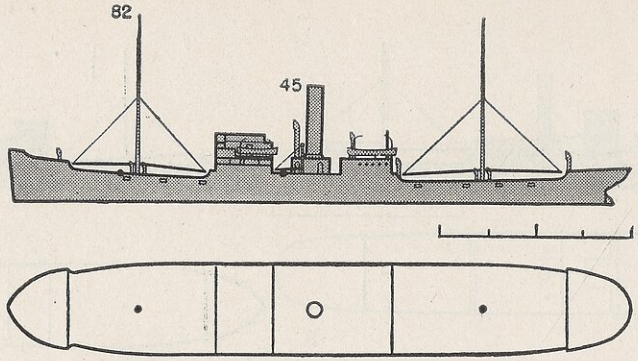
DOVER MARU
ESUTORU MARU, GENMEI MARU, GIHU MARU, GOZAN MARU, IWATE MARU, KANKYO MARU, KOGEN MARU, KOTI MARU, MIE MARU, SEIKAI MARU, SINRYU MARU, SYOZAN MARU, TENKAI MARU, YAKUMO MARU, YUBAE MARU, ZINZYU MARU
Similar: ANNAN MARU, NANKING MARU, PEKING MARU

Tonnages: Gross: 2,910–3,295 D. W.: 4,877–5,192
Length: W. L. (B. P.): 305′ O. A.:
Beam: 44′
Drafts: Loaded: 23′ Light: 7′ 6″
Speed: Normal cruising: 9–10 Max.: 10–11
Constructed: 1918–21 Japan
Propulsion: Machinery: Reciprocating
Screws: 1 N. H. P.: 338
R. P. M.: @ Knots:
Fuel: Coal Capacity: 806 tons
Radius: 9,600 miles at 10 knots.

Potential naval value: AK.
Remarks: ANNAN—Believed to be carrying oil in bulk.

GENMEI MARU ▼





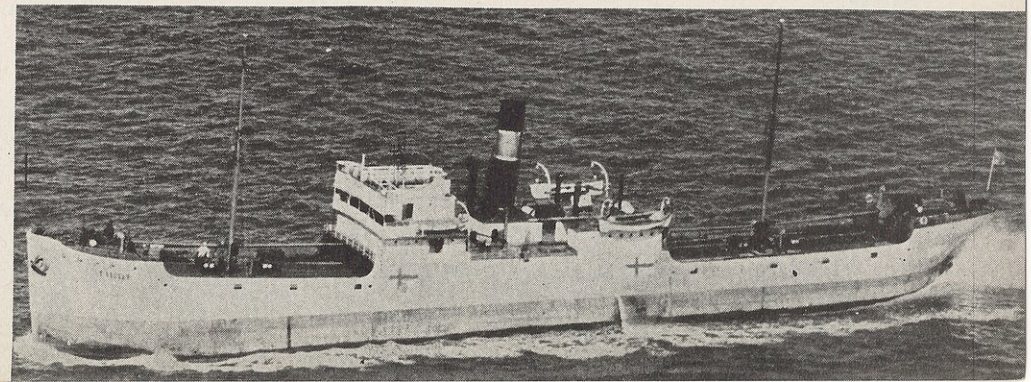
C

TILDA

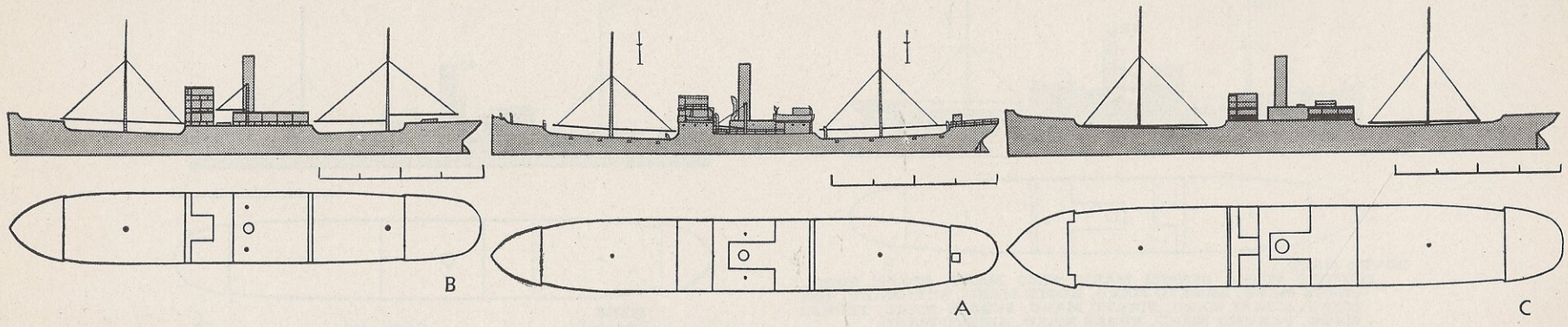
Tonnages: Gross: 2,768 D. W.: 4,680
Length: W. L. (B. P.): 314′ O. A.: 326′
Beam: 47′
Drafts: Loaded: 20′ Light:
Speed: Normal cruising: 8½ Max.: 9½
Constructed: 1903 Great Britain
Propulsion: Machinery: Reciprocating
Screws: 1 N. H. P.: 279
R. P. M.: @ Knots:
Fuel: Coal Capacity:
Radius:

Potential naval value: AK.
Remarks: Former Finnish vessel believed being operated by Japanese.

TILDA ▼



38 MFM



SANKA MARU
SANZIN MARU

Tonnages:
Gross: 2,495–2,500 D. W.: 3,806
Length:
W. L. (B. P.): 285′ O. A.:
Beam: 43′
Drafts:
Loaded: 19′10″ Light: 6′6′
Speed:
Normal cruising: 9
Max. 10
Potential naval value: AK.
Remarks:

Constructed:
1918–19 Japan
Propulsion:
Machinery: Reciprocating
Screws: 1 N. H. P.: 162
R. P. M.: @ Knots:
Fuel: Coal Capacity: 309 tons
Radius: 3,700 miles at 9 knots.

IKOMASAN MARU
KOAN MARU, KOSO MARU, MEIKAI MARU, MIIKESAN MARU, SEKKO MARU, SUKI MARU, YUKI MARU

Tonnages:
Gross: 3,168–3,202 D. W.: 5,002–5,100
Length:
W. L. (B. P.): 305′ O. A.:
Beam: 44′
Drafts:
Loaded: 23′ Light: 8′
Speed:
Normal cruising: 9½
Max.: 11
Potential naval value: AK.
Remarks:

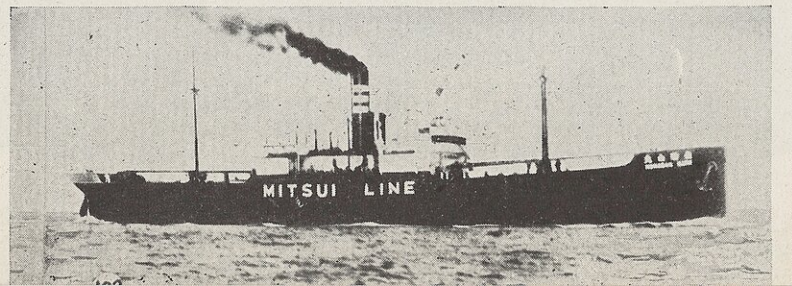
Constructed:
1916 Japan
Propulsion:
Machinery: Reciprocating
Screws: 1 N. H. P.: 288
R. P. M.: @ Knots:
Fuel: Coal Capacity: 1,151 tons
Radius: 3,200 miles at 9½ knots

TAISEI MARU

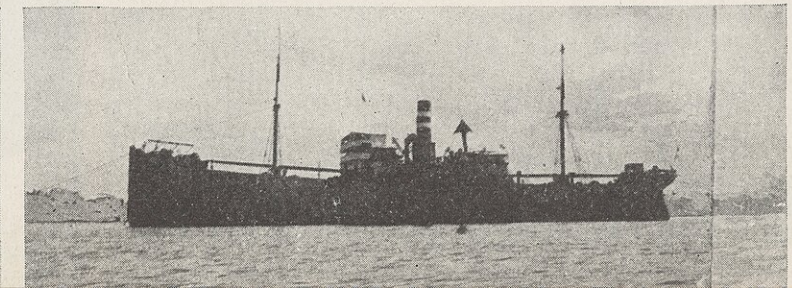
Tonnages:
Gross: 2,515 D. W.: 4,100
Length:
W. L. (B. P.): 301′ O. A.:
Beam: 45′
Drafts:
Loaded: 19′ Light: 9′6″
Speed:
Normal cruising: 8
Max: 10½
Potential value: AK.
Remarks:

Constructed:
1904 Great Britain
Propulsion:
Machinery: Reciprocating
Screws: 1 N. H. P.: 150
R. P. M.: @ Knots:
Fuel: Coal Capacity: 605 tons
Radius: 5,800 miles at 8 knots.

▼ **YUKI MARU**



▼ **IKOMASAN MARU**



38 MFM 38 MMFK

KASAGISAN MARU
KASUGASAN MARU, KATURAGISAN MARU, KATYOSAN MARU

Tonnages:
Gross: 2,427 D. W.: 3,881–4

Constructed:
1924–25 Japan

Length:
W. L. (B. P.): 285′ O. A.:

Beam: 42′

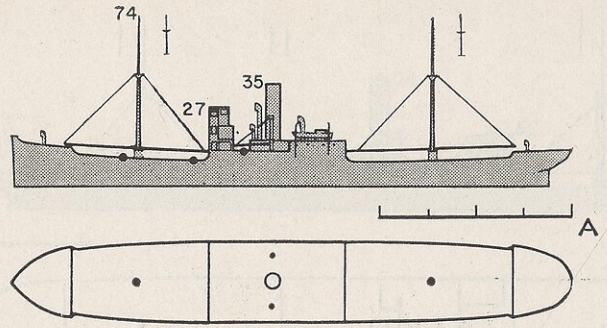
Drafts:
Loaded: 20′ Light: 10′

Propulsion:
Machinery: Reciprocating
Screws: 1 N. H. P.: 181
R. P. M.: 85 @ Knots: 10
Fuel: Coal Capacity: 341 tons
Radius: 4,800 miles at 10 knots.

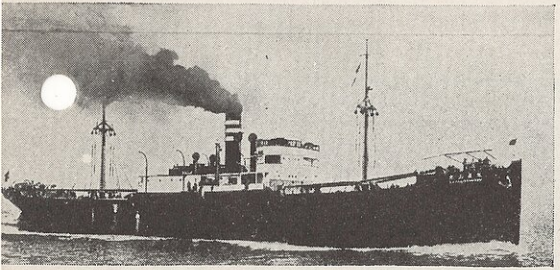
Speed:
Normal cruising: 10 Max.: 12½

Potential naval value: AK, AP

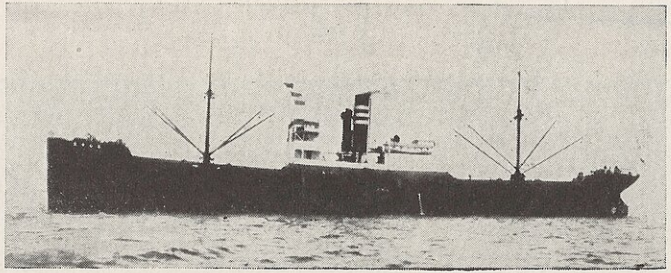
Remarks:

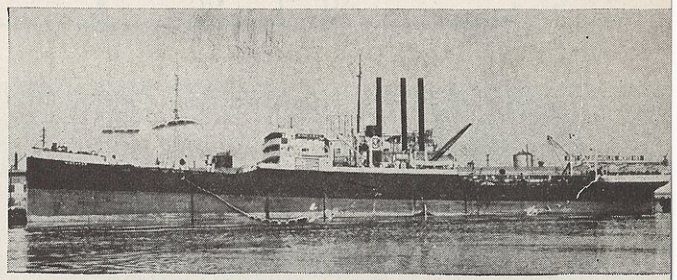


▼ KASUGASAN MARU



KASAGISAN MARU ▼





▲ MINDANO

MINDANO

Tonnages:
Gross: 5,236 D. W.: 7,680

Constructed:
1918 Great Britain

Length:
W. L. (B. P.): 401 O. A.:

Beam: 52

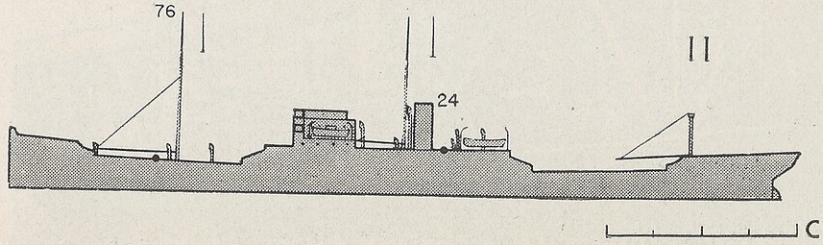
Drafts:
Loaded: 26 Light:

Propulsion:
Machinery: Reciprocating
Screws: 1 N. H. P.: 489
R. P. M.: @ Knots:
Fuel: Oil Capacity:
Radius:

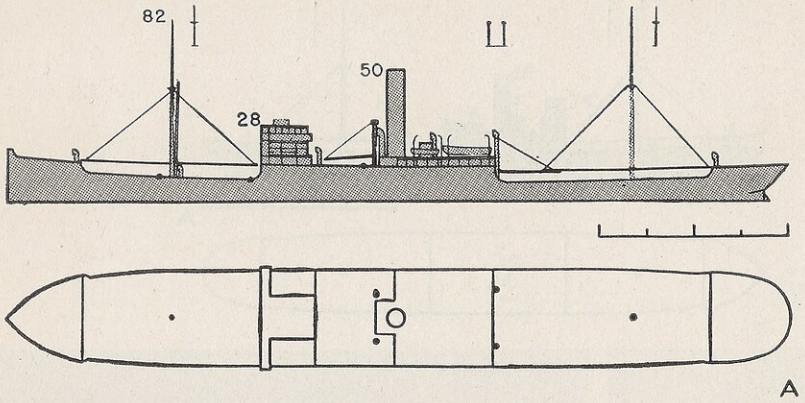
Speed:
Normal cruising: 10 Max: 11.

Potential naval value: AK

Remarks: Former Philippine ship possibly salvaged by Japanese.



38 MFKM



A

TOSEI MARU

Tonnages:
Gross: 5,484 D. W.: 8,689

Length:
W. L. (B. P.): 400' O. A.:

Beam: 53'

Drafts:
Loaded: 25' 6" Light: 8'

Speed:
Normal cruising: 10 Max.: 12

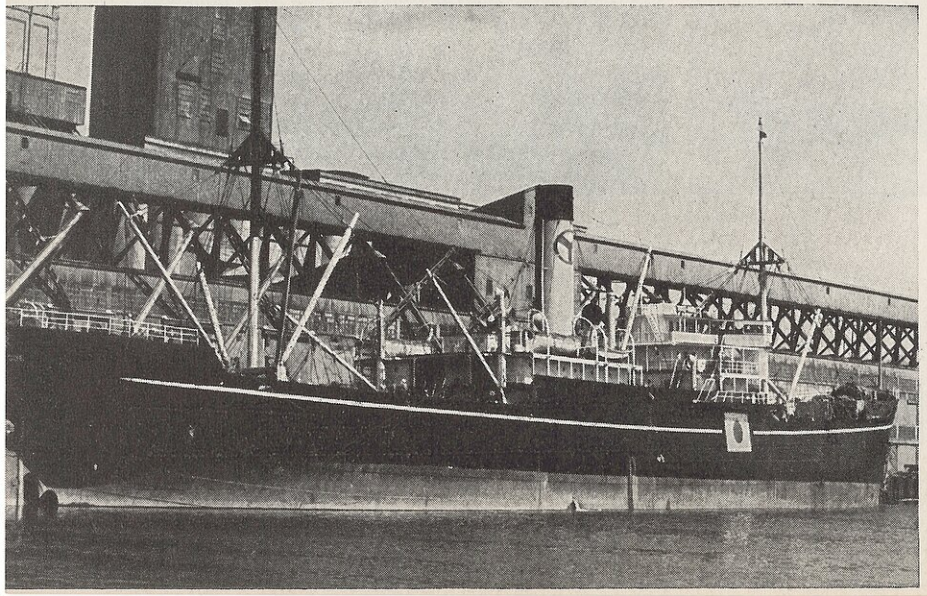
Potential naval value: AP, AK

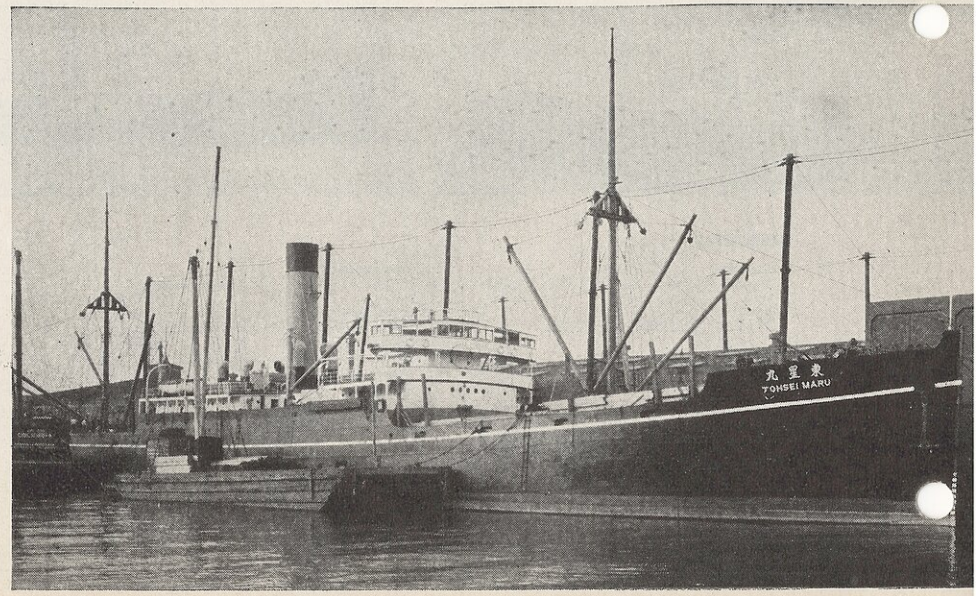
Remarks:

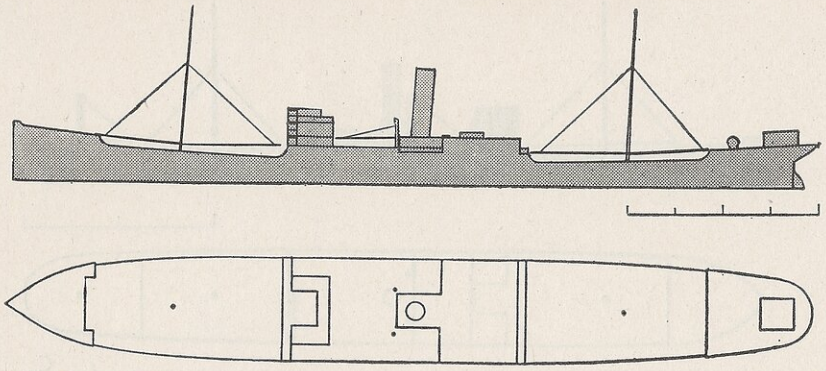
Constructed:
1926 Japan

Propulsion:
Machinery: Steam turbines
Screws: 1 H. P.:
R. P. M.: 63 @ Knots: 10
Fuel: Oil Capacity: 1,800 tons including deep tanks

Radius: 18,000 miles at 10 knots.







C

NISSO MARU #2

Tonnages:
Gross: 4,342 D. W.: 7,400

Length:
W. L. (B. P.): 385' O. A.:

Beam: 50'

Drafts:
Loaded: 24' Light: 9'

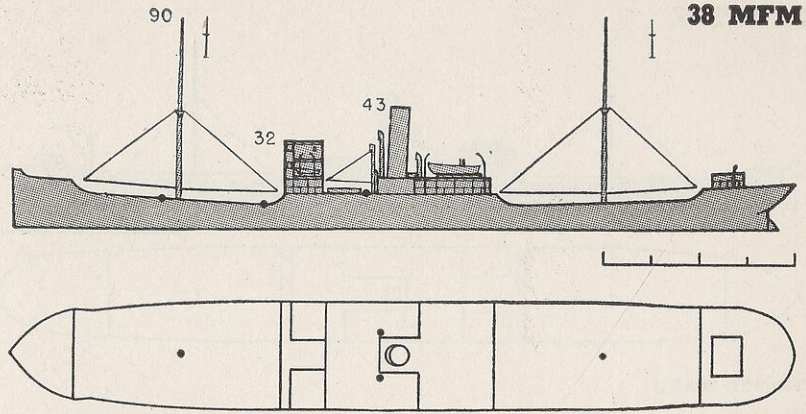
Speed:
Normal cruising: 9 Max.: 10

Constructed:
1906 Great Britain

Propulsion:
Machinery: Reciprocating
Screws: 1 N. H. P.: 410
R. P. M.: @ Knots:
Fuel: Coal Capacity: 1,000 tons
Radius: 8,400 miles at 9 knots

Potential naval value: AK.

Remarks:



A

TOYOKAWA MARU

Tonnages:
Gross: 5,124 D. W.: 8,160

Length:
W. L. (B. P.): 385' O. A.:

Beam: 54'

Drafts:
Loaded: 25' Light: 8'

Speed:
Normal cruising: 10 Max.: 12

Potential naval value: AP, AK.

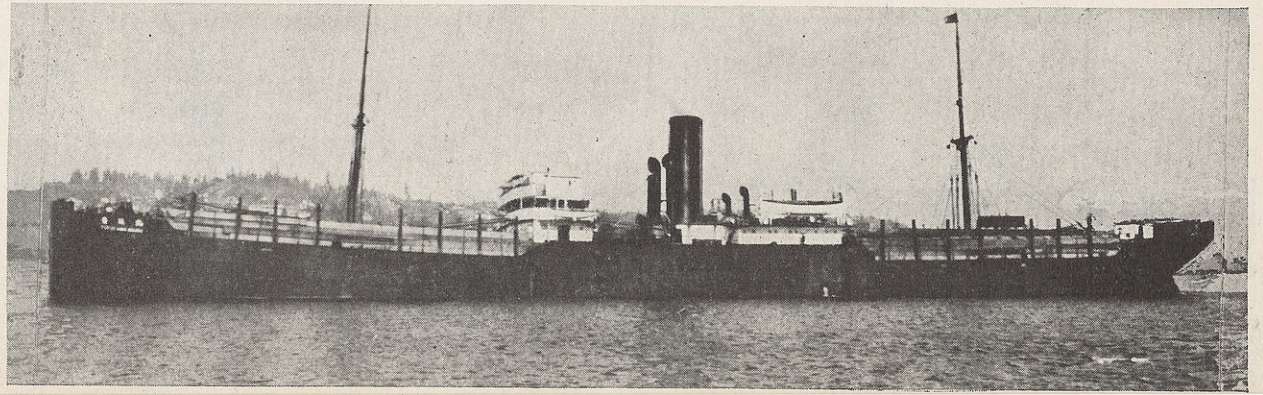
Remarks:

Constructed:
1911 Great Britain

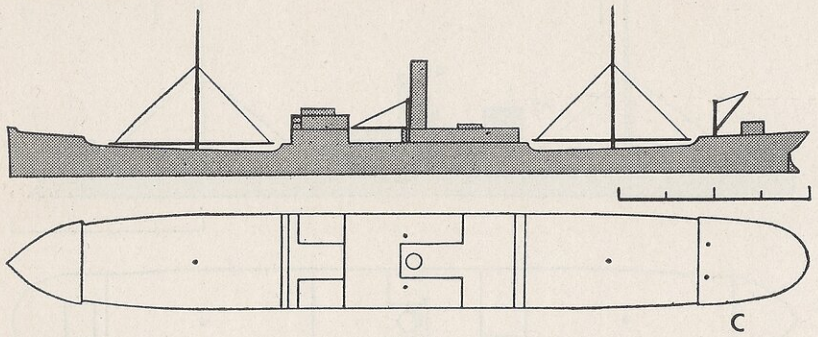
Propulsion:
Machinery: Reciprocating
Screws: 1 N. H. P.: 516
R. P. M.: @ Knots:
Fuel: Coal Capacity: 1,150 tons

Radius: 9,000 miles at 10 knots

TOYOKAWA MARU ▼



38 MFMK

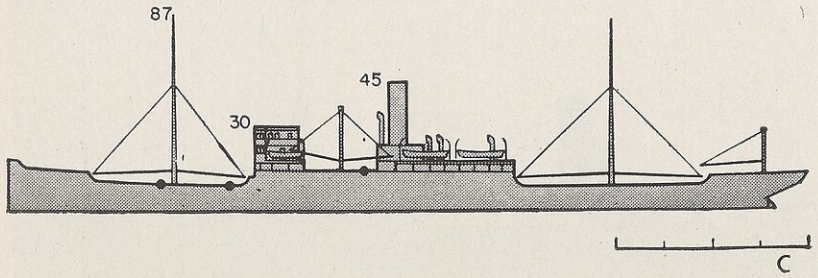


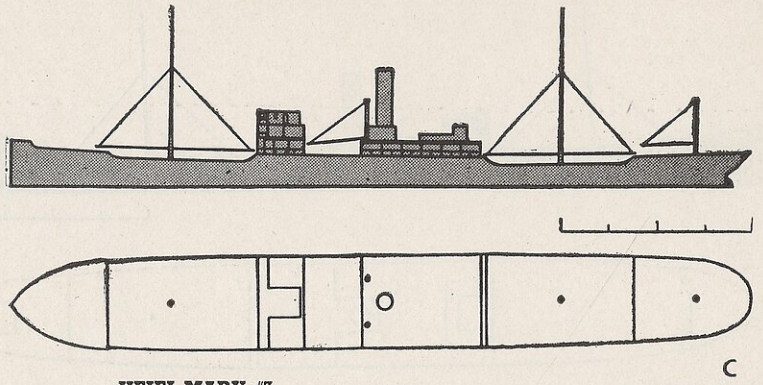
TENSYO MARU

Tonnages:
Gross: 4,982 D. W.: 8,225
Length:
W. L. (B. P.): 402′ O. A.:
Beam: 52′
Drafts:
Loaded: 24′ Light: 6′
Speed:
Normal cruising: 10 Max.: 11

Constructed:
1914 Great Britain
Propulsion:
Machinery: Reciprocating
Screws: 1 N. H. P.: 435
R. P. M.: @ Knots:
Fuel: Coal Capacity: 403 tons
Radius: 3,400 miles at 10 knots

Potential naval value: AK, AP.
Remarks:





HEIEI MARU #7

Tonnages:
Gross: 4,815 D. W.: 7,160
Length:
W. L. (B. P.): 390′ O. A.:
Beam: 52′
Drafts:
Loaded: 25′ 3″ Light: 10′
Speed:
Normal cruising: 9½ Max.: 10½

Constructed:
1903 Great Britain
Propulsion:
Machinery: Reciprocating
Screws: 1 N. H. P.: 492
R. P. M.: @ Knots:
Fuel: Coal Capacity: 1,270 tons
Radius: 11,300 miles at 9½ knots

Potential naval value: AK.
Remarks:

TEIHUKU MARU (ex R. C. RICKMERS)

Tonnages:
Gross: 5,198 D. W.: 8,000
Length:
W. L. (B. P.): 402′ O. A.:
Beam: 53′
Drafts:
Loaded: 24′ Light:
Speed:
Normal cruising: 11 Max.:

Constructed:
1921 Germany
Propulsion:
Machinery: Reciprocating
Screws: 1 H. P.:
R. P. M.: @ Knots:
Fuel: Capacity:
Radius:

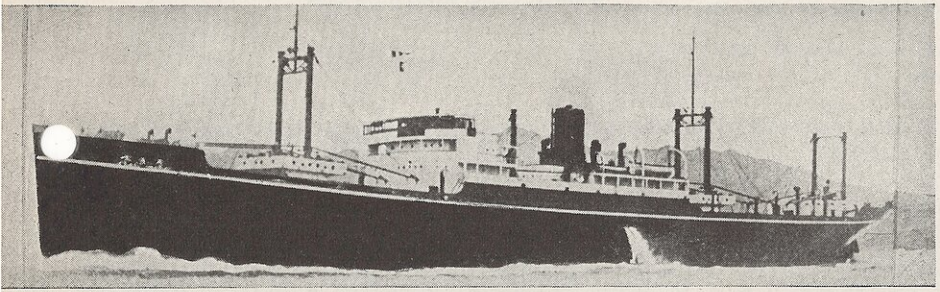
Potential naval value: AK.
Remarks: Ex-German vessel taken over and being operated by the Japanese

ONI 208-J RESTRICTED

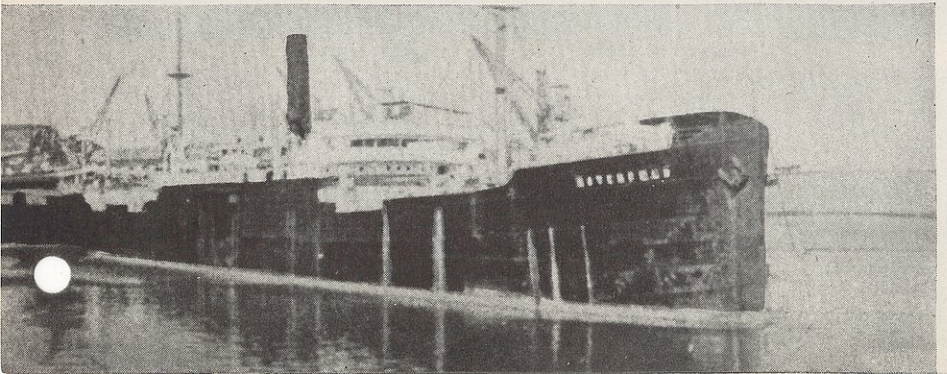
RYOYO MARU
SOYO MARU

Tonnages:
Gross: 5,974–6,081 D. W.: 9,151–67
Length:
W. L. (B. P.): 415′ O. A.:
Beam: 56′
Drafts:
Loaded: 25′ Light: 9′
Speed:
Normal cruising: 12 Max.: 14
Potential naval value: AP, AK, AV
Remarks:

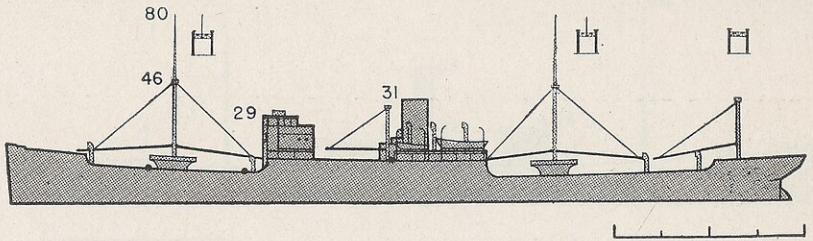
Constructed:
1931 Japan
Propulsion:
Machinery: Diesel
Screws: 1 H. P.:
R. P. M.: @ Knots:
Fuel: Oil Capacity: 1,350 tons
Radius: 25,000 miles at 12 knots

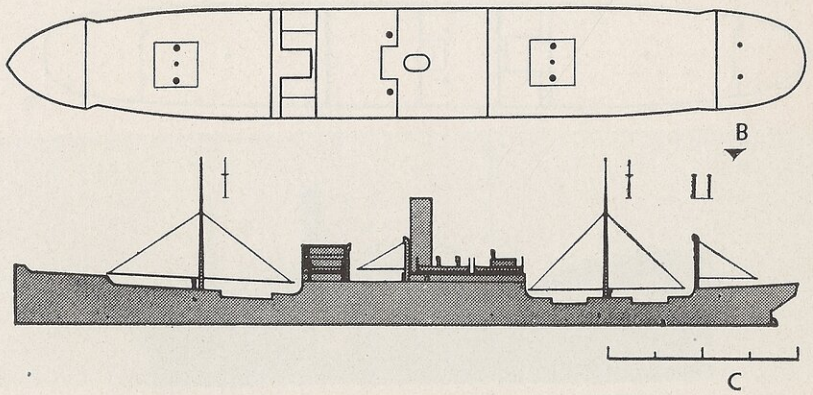


▲ RYOYU MARU



GENZAN MARU ▼



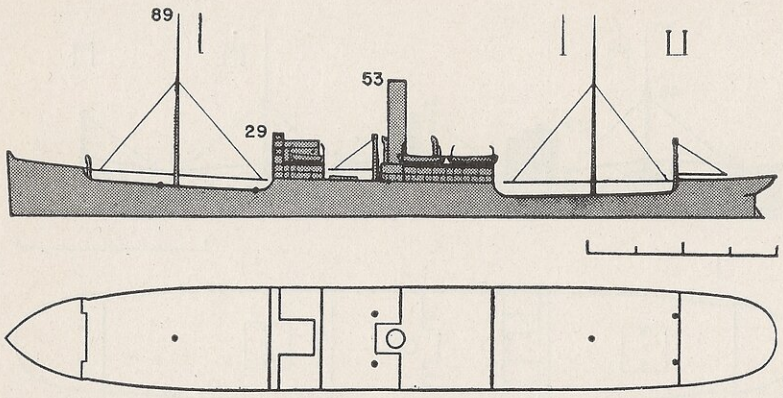


GENZAN MARU

Tonnages:
Gross: 5,708 D. W.: 8,611
Length:
W. L. (B. P.): 421′ O. A.:
Beam: 55′
Drafts:
Loaded: 25′ Light: 11′
Speed:
Normal cruising: 9½ Max.: 11
Potential naval value: AK, AP.
Remarks:

Constructed:
1906 Germany
Propulsion:
Machinery: Reciprocating
Screws: 1 N. H. P.: 504
R. P. M.: @ Knots:
Fuel: Coal Capacity: 1,400 tons
Radius: 9,100 miles at 9½ knots

38 MFMK



BENGAL MARU
CALCUTTA MARU, HAKODATE MARU, HIMALAYA MARU, KONAN MARU, KOYU MARU, MANSYU MARU, MURORAN MARU, ORIDONO MARU, SOMEDONO MARU, YONEYAMA MARU

Tonnages:
Gross: 5,154–5–396 D. W.: 8,256–8,661

Length:
W. L. (B. P.): 400′ O. A.:

Beam: 55′

Drafts:
Loaded: 25′ Light: 8′

Speed:
Normal cruising: 10 Max.: 13½

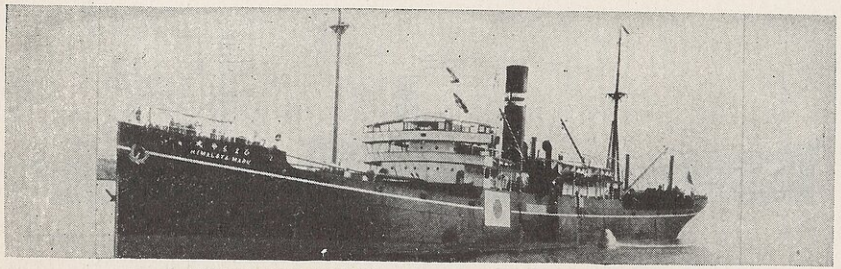
Potential naval value: AP, AK.

Remarks:

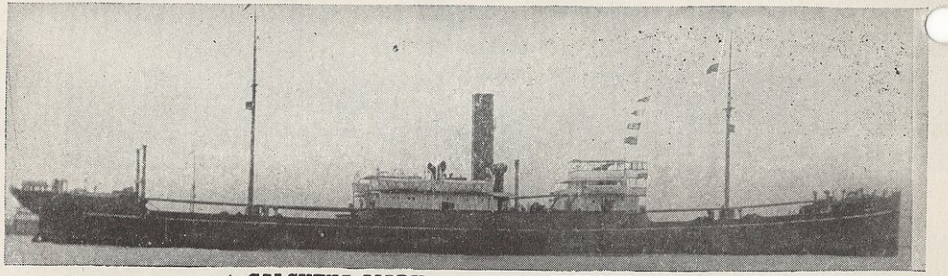
Constructed:
1917–21 Japan

Propulsion:
Machinery: Reciprocating
Screws: 1 N. H. P.: 500
R. P. M.: 75 @ Knots: 13½
Fuel: Coal Capacity: 1,700 tons

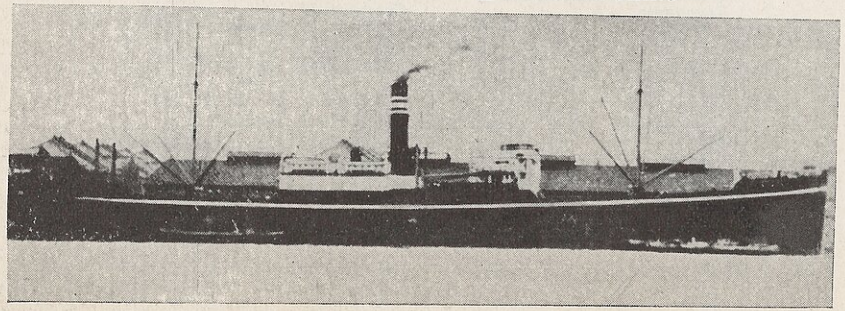
Radius: 13,500 miles at 10 knots.

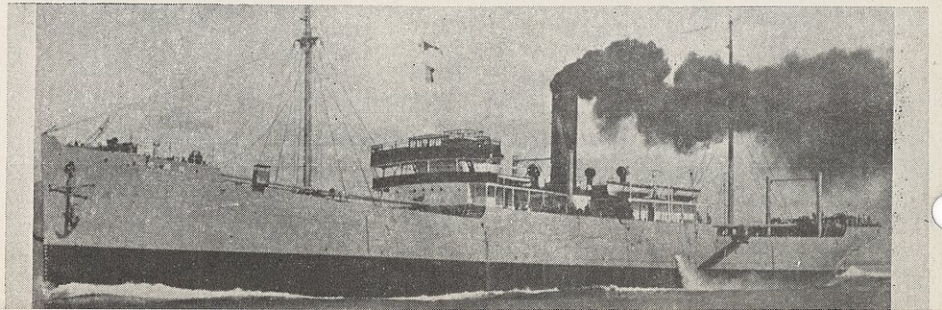


▲ HIMALAYA MARU ▲ MURORAN MARU



▲ CALCUTTA MARU ▼ ORIDONO MARU





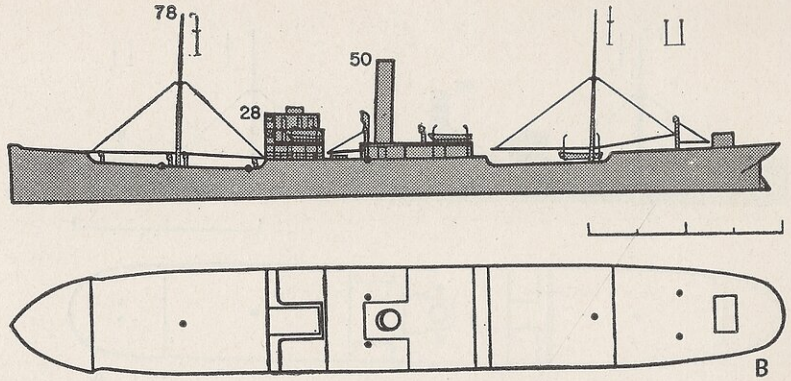
DAIGEN MARU #3

SYUNSEI MARU, WAKATU MARU

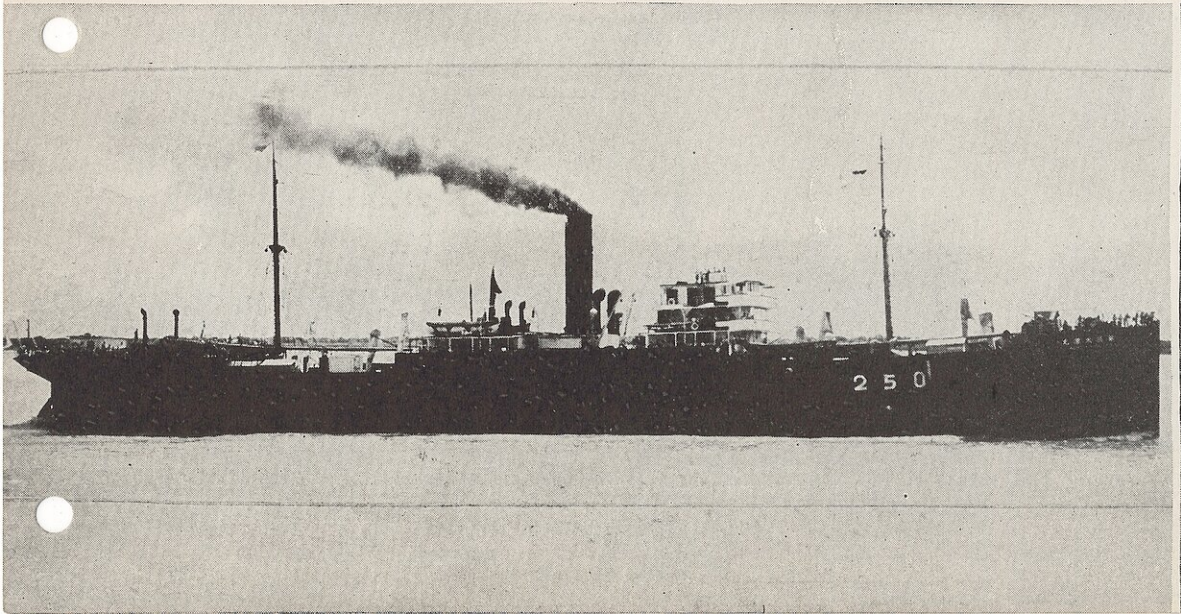
Tonnages:		Constructed:	
Gross: 4,939–5,256	D. W.: 8,000–8,100	1908	Great Britain
Length:		Propulsion:	
W. L. (B. P.): 400′	O. A.:	Machinery:	Reciprocating.
Beam: 52′		Screws: 1	N. H. P.: 502
Drafts:		R. P. M.:	@ Knots:
Loaded: 24′ 6″	Light: 7′ 6″	Fuel: Coal	Capacity: 1,600 tons
Speed:			
Normal cruising: 9½	Max.: 11	Radius: 12,000 miles at 9½ knots	

Potential naval value: AP, AK.

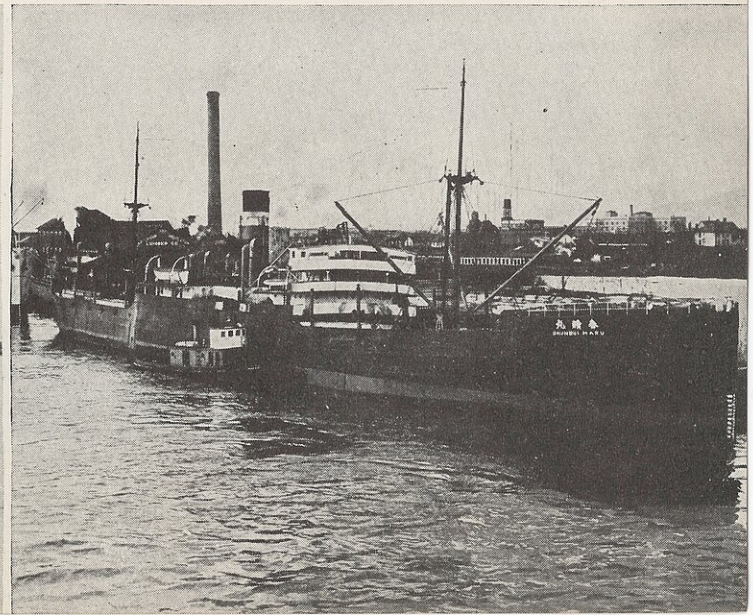
Remarks: WAKATU MARU—raked funnel. SYUNSEI MARU—shorter, larger funnel.



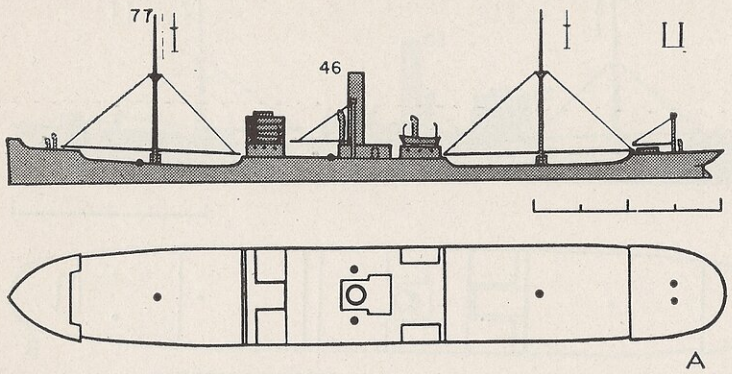
DAIGEN MARU #3 ▼



SYUNSEI MARU ▼



38 MFMK



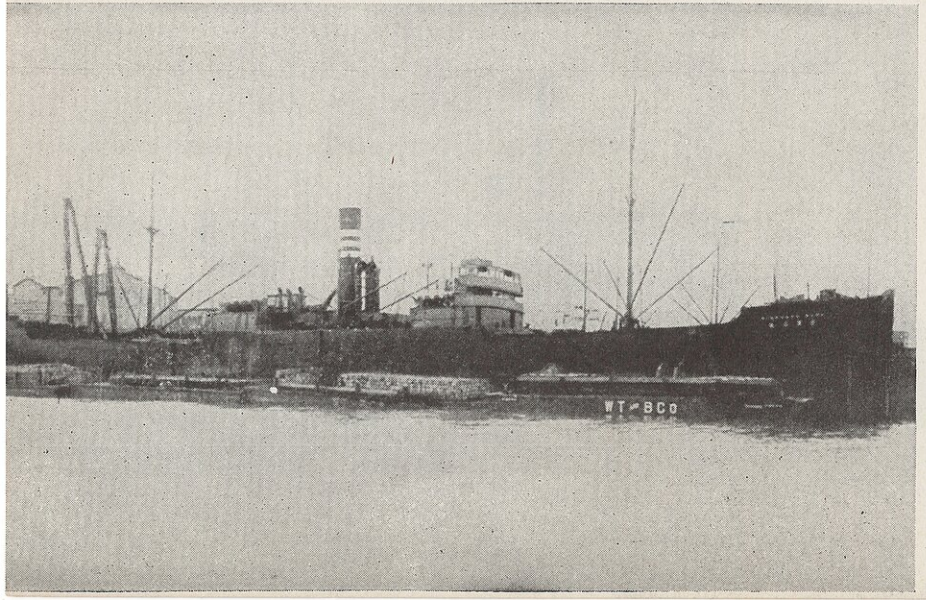
KINKASAN MARU

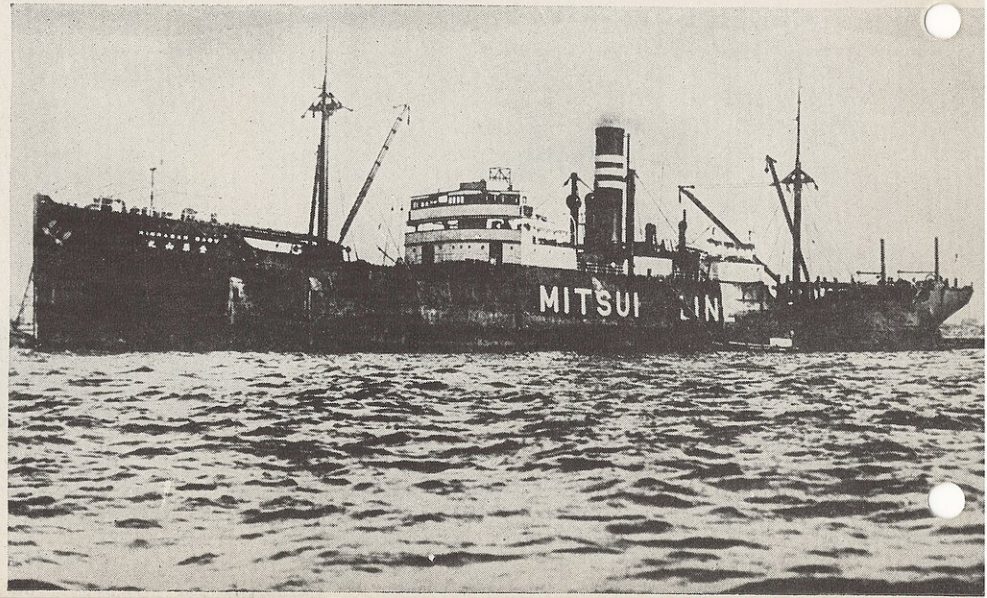
Tonnages:
Gross: 4,981 D. W.: 8,205
Length:
W. L. (B. P.): 380′ O. A.:
Beam: 53′
Drafts:
Loaded: 24′ Light: 14′
Speed:
Normal cruising: 9½ Max.: 10½

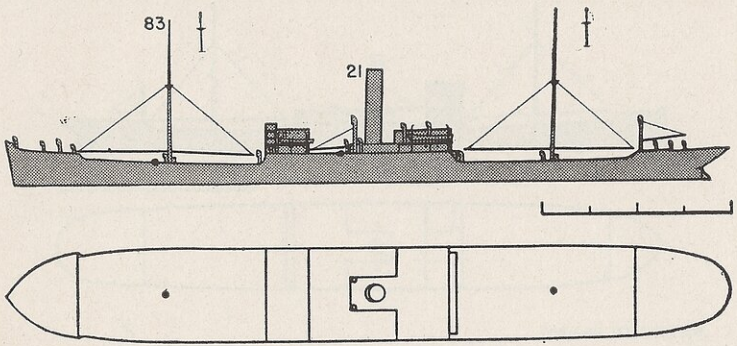
Constructed:
1911 Great Britain
Propulsion:
Machinery: Reciprocating
Screws: 1 N. H. P.: 417
R. P. M.: 57 @ Knots: 9½
R. P. M.: 67 @ Knots: 10½
Fuel: Coal Capacity: 850 tons
Radius: 5,500 miles at 9½ knots.

Potential naval value: AP, AK.

Remarks:







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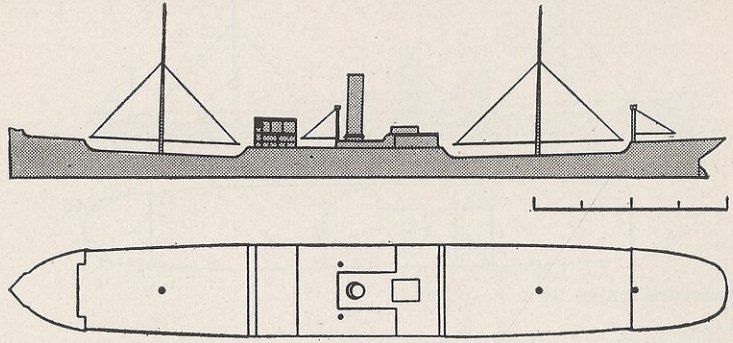
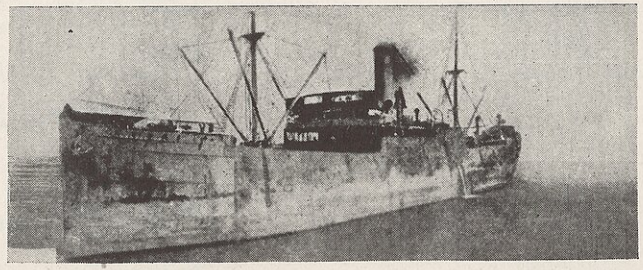


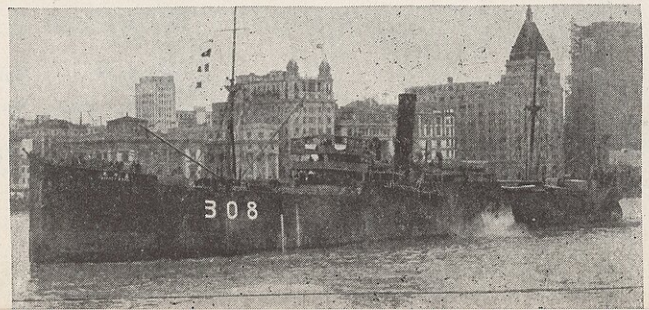
C

MISAKI MARU
Similar: ASAKA MARU, SYOKYU MARU, UGA MARU, UNYO MARU, ZUIKO MARU

Tonnages:
Gross: 4,422 D. W.: 7,375
Length:
W. L. (B. P.): 376′ O. A.:
Beam: 52′
Drafts:
Loaded: 23′ Light: 7′ 6″
Speed:
Normal cruising: 9 Max.: 10
Constructed:
1907 Great Britain
Propulsion:
Machinery: Reciprocating
Screws: 1 N. H. P.: 366
R. P. M.: @ Knots:
Fuel: Coal Capacity: 600 tons
Radius: 4,300 miles at 9 knots
Potential naval value: AP, AK.
Remarks:



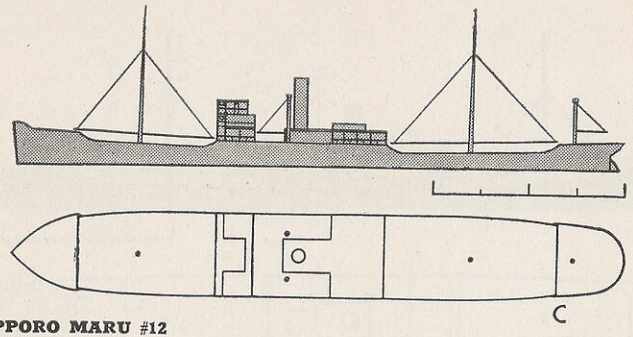
▼ MISAKI MARU ▲ UNYO MARU



EIAN MARU

Tonnages:
Gross: 3,826 D. W.: 6,334
Length:
W. L. (B. P.): 352′ O. A.:
Beam: 50′
Drafts:
Loaded: 22′ 10″ Light: 8′ 7″
Speed:
Normal cruising: 9½ Max.: 10
Constructed:
1905 Great Britain
Propulsion:
Machinery: Reciprocating
Screws: 1 N. H. P.: 328
R. P. M.: @ Knots:
Fuel: Coal Capacity: 1,750 tons
Radius: 12,800 miles at 9½ knots.
Potential naval value: AK.
Remarks:

38 MFMK



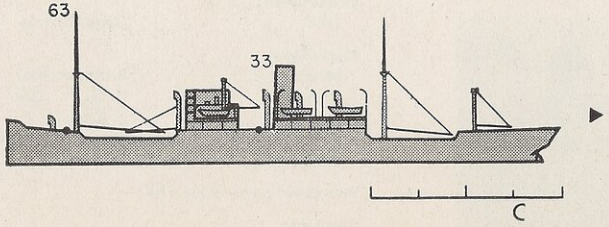
C

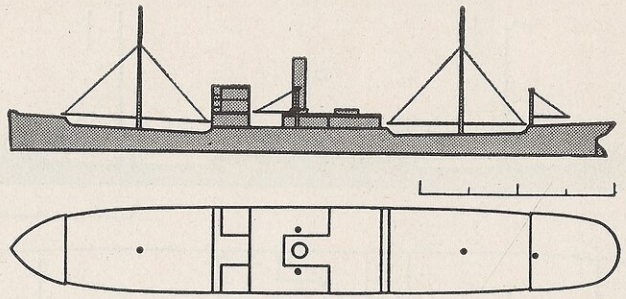
SAPPORO MARU #12

Tonnages:
Gross: 2,865 D. W.: 4,710
Length:
W. L. (B. P.): 320′ O. A.:
Beam: 46′
Drafts:
Loaded: 20′ 1″ Light: 7′ 7″
Speed:
Normal cruising: 10 Max.: 11½

Constructed:
1903 Great Britain
Propulsion:
Machinery: Reciprocating
Screws: 1 N. H. P.: 258
R. P. M.: @ Knots:
Fuel: Coal Capacity: 947 tons
Radius: 10,300 miles at 10 knots

Potential naval value: AK.
Remarks:





C

DAIHUKU MARU

Tonnages:
Gross: 3,184 D. W.: 4,809
Length:
W. L. (B. P.): 315′ O. A.:
Beam: 47′
Drafts:
Loaded: 20′ Light: 8′
Speed:
Normal cruising: 9 Max.: 10
Potential naval value: AK.
Remarks:

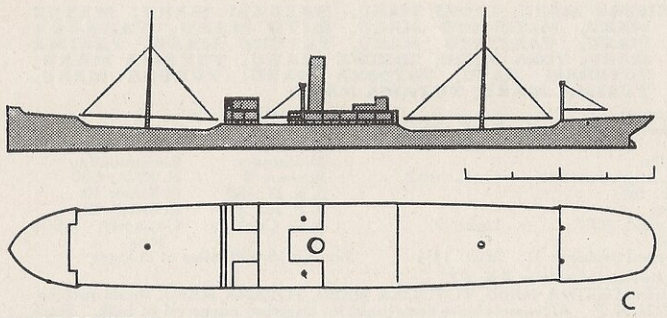
Constructed:
1907 Great Britain
Propulsion:
Machinery: Reciprocating
Screws: 1 N. H. P.: 269
R. P. M.: @ Knots:
Fuel: Coal Capacity: 755 tons
Radius: 2,800 miles at 9 knots

BUSYO MARU
HUKUKEN MARU, KANAN MARU, KISYU MARU, SEIKYO MARU, TYOSA MARU

Tonnages:
Gross: 2,538–2,569 D. W.: 3,500–3,600
Length:
W. L. (B. P.): 285′ O. A.:
Beam: 43′
Drafts:
Loaded: 20′ Light: 8′
Speed:
Normal cruising: 10 Max.: 13

Constructed:
1920–21 Japan
Propulsion:
Machinery: Reciprocating
Screws: 1 N. H. P.: 288
R. P. M.: @ Knots:
Fuel: Coal Capacity: 195 tons
Radius: 2,500 miles at 10 knots

Potential naval value: AP or patrol vessels. BUSYO MARU, HUKUKEN MARU, and SEIKYO MARU believed APs.
Remarks:



C

MIKAGE MARU #8

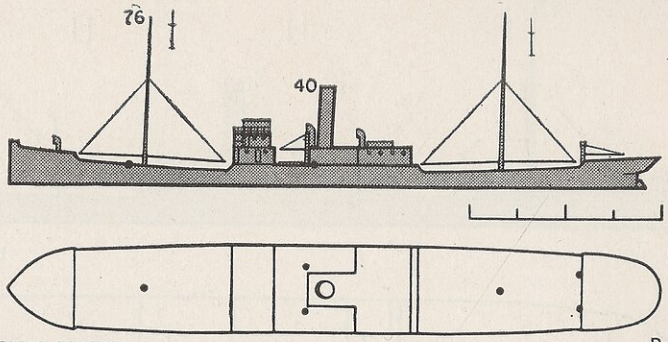
Tonnages:
Gross: 3,371 D. W.: 5,818
Length:
W. L. (B. P.): 342′ O. A.:
Beam: 49′
Drafts:
Loaded: 21′ 4″ Light: 7′
Speed:
Normal cruising: 9½ Max.: 10½
Potential naval value: AK.
Remarks:

Constructed:
1912 Great Britain
Propulsion:
Machinery: Reciproccting
Screws: 1 N. H. P.: 294
R. P. M.: @ Knots:
Fuel: Coal Capacity: 1,420 tons
Radius: 13,000 miles at 9½ knots

YASUKUNI MARU

Tonnages:
Gross: 3,025 D. W.: 5,100
Length:
W. L. (B. P.): 331′ O. A.:
Beam: 44′
Drafts:
Loaded: 23′2″ Light: 8′6″
Speed:
Normal cruising: 10 Max.: 10½
Potential naval value: AK.
Remarks:

Constructed:
1920 Great Britain
Propulsion:
Machinery: Reciprocating
Screws: 1 N. H. P.: 433
R. P. M.: @ Knots:
Fuel: Coal Capacity: 1,093 tons
Radius: 11,000 miles at 10 knots

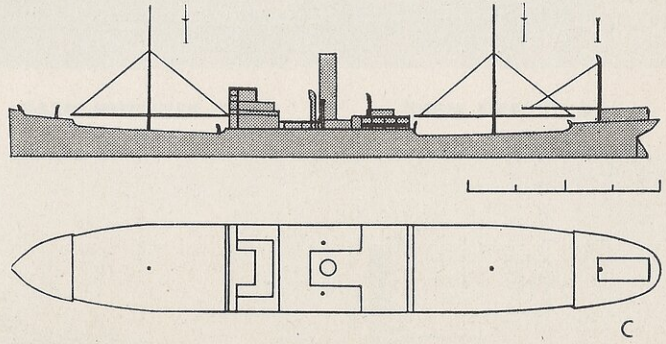


B

TOKAI MARU
Similar: KANKO MARU, ROKO MARU, RYUTO MARU, SYOGEN MARU, UNKAI MARU #6

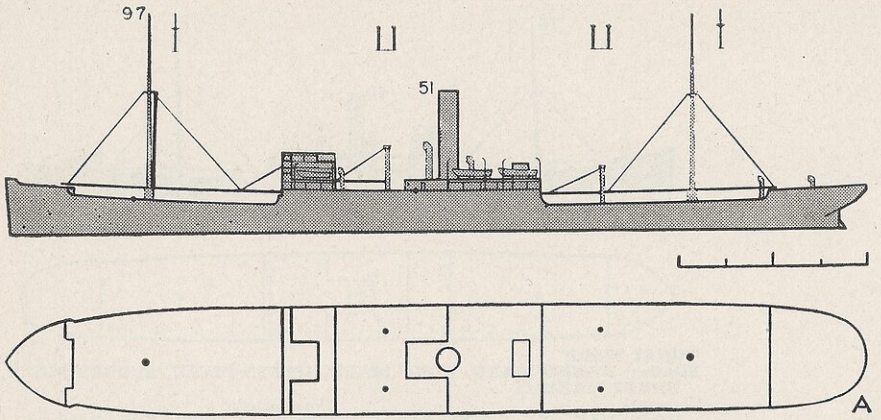
Tonnages:
Gross: 3,099 D. W.: 5,300
Lenght:
W. L. (B. P.): 331′ O. A.:
Beam: 48′
Drafts:
Loaded: 20′9″ Light: 10′2″
Speed:
Normal cruising: 8½ Max.: 10
Potential naval value: AK.
Remarks:

Constructed:
1905 Great Britain
Propulsion:
Machinery: Reciprocating
Screws: 1 N. H. P.: 283
R. P. M.: @ Knots:
Fuel: Coal Capacity: 740 tons
Radius: 6,100 miles at 8½ knots



C

38 MFKM



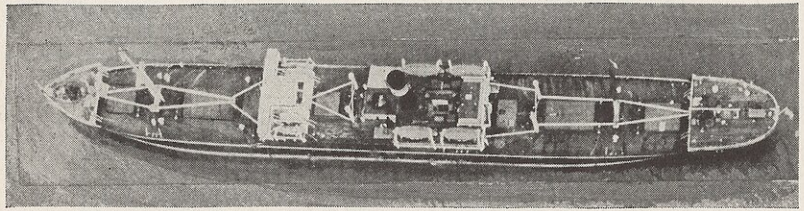
LIMA MARU

LISBON MARU, LYONS MARU, MAEBASI MARU, MATUE MARU, MATUMOTO MARU, MITO MARU, TAKAOKA MARU, TAKETOYO MARU, TATUNO MARU, TAZIMA MARU, TOBA MARU, TOKIWA MARU, TOYAMA MARU, TOYOHASI MARU, TOYOOKA MARU, TURUGA MARU, TUSIMA MARU, TUYAMA MARU

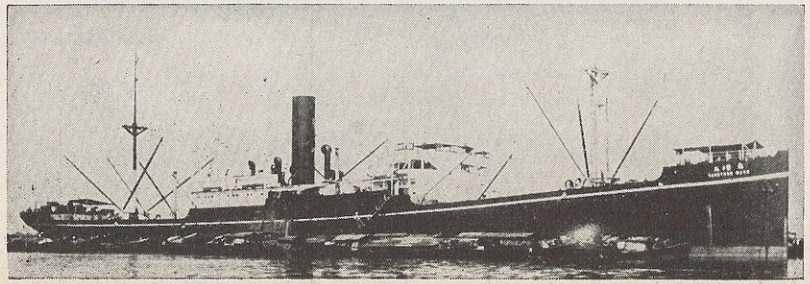
Tonnages:		Constructed:	
Gross: 6,961–7,098	D. W.: 10,139–10,624	1914–21	Japan
Length:		Propulsion:	
W. L. (B. P.): 445	O. A.: 462′	Machinery:	Reciprocating
Beam: 58′		Screws: 2	N. H. P.: 630
Drafts:		R. P. M.: 65	@ Knots: 10
Loaded: 27′	Light: 9′	R. P. M.: 73	@ Knots: 12
Speed:		Fuel: Coal	Capacity: 2,500 tons
Normal cruising: 11	Max: 14½	Radius: 18,000 miles at 11 knots	

Potential naval value: AK, AP.

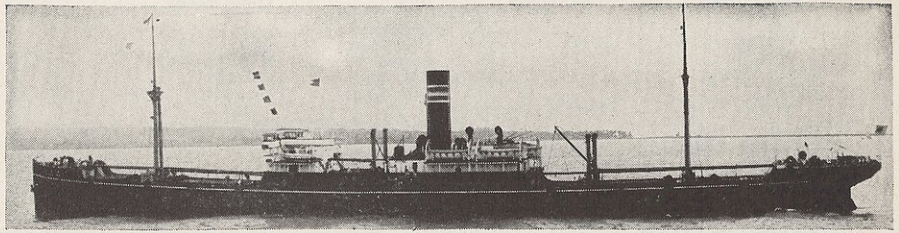
Remarks: TOKIWA MARU, TOYOOKA MARU, TOYAMA MARU, steam turbine, 922 N. H. P. All vessels have deep tanks for carrying cargo oil in bulk. Some of this class also burn oil. TOKIWA MARU, TOYOOKA MARU, TOYAMA MARU, 115 R. P. M. at 14.5 knots. TATUNO and TAKETOYO believed to be carrying oil in bulk.



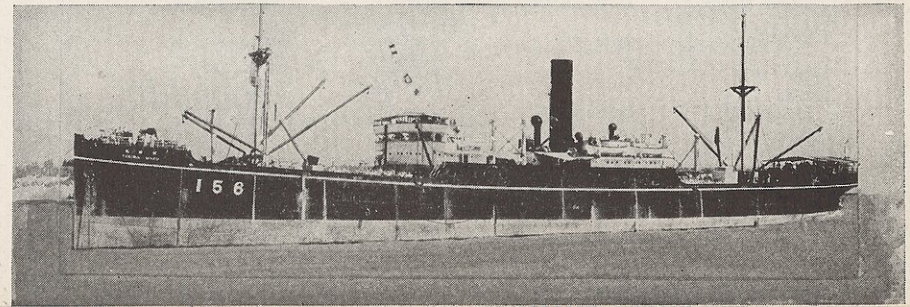
▲ TUYAMA MARU



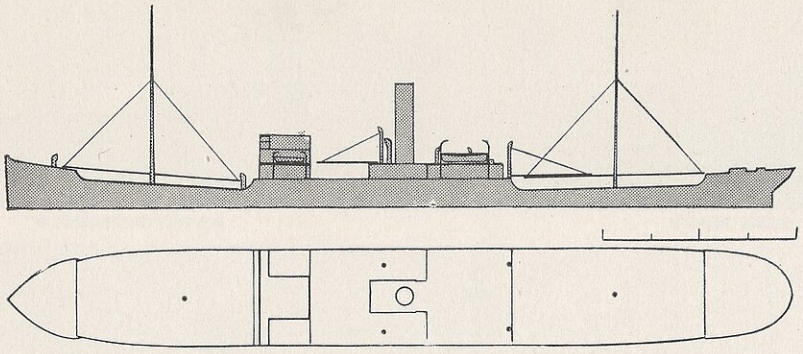
▼ TAKETOYO MARU



▲ TUYAMA MARU



▼ TOKIWA MARU

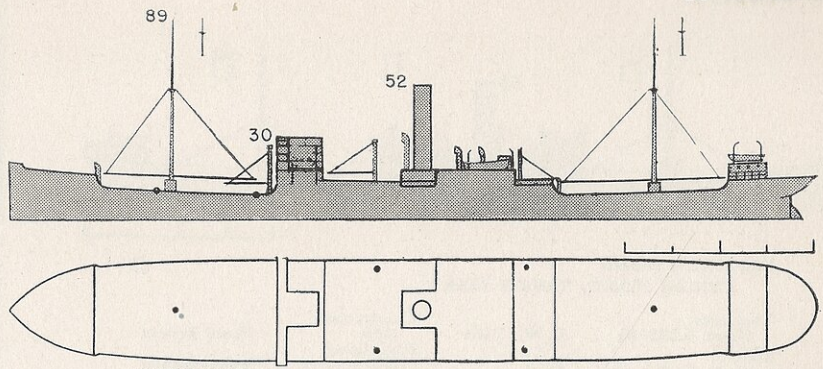


C

TOMISLAV

Tonnages:		Constructed:	
Gross: 5,387	D. W.: 8,725	1928	Great Britain
Length:		Propulsion:	
W. L. (B. P.): 403′	O. A.:	Machinery:	Reciprocating
Beam: 52′		Screws: 1	H. P.:
Drafts:		R. P. M.:	@ Knots:
Loaded: 25′	Light:	Fuel: Coal	Capacity:
Speed:		Radius:	
Normal cruising: 10	Max.: 11½		

Potential naval value: AK.
Remarks: Italian vessel believed being operated by Japanese.



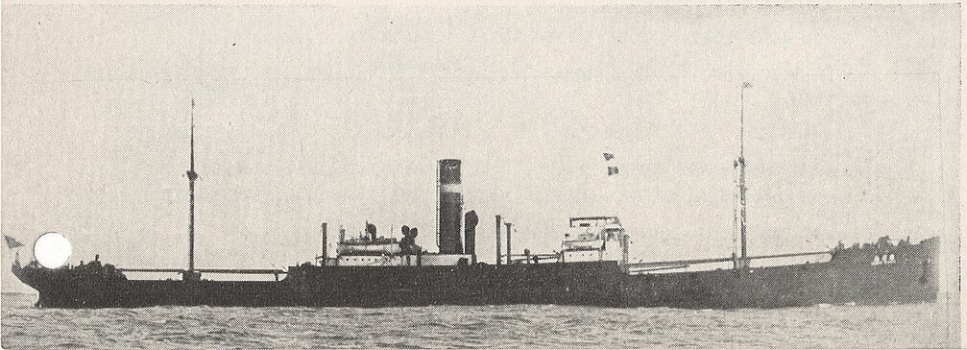
A

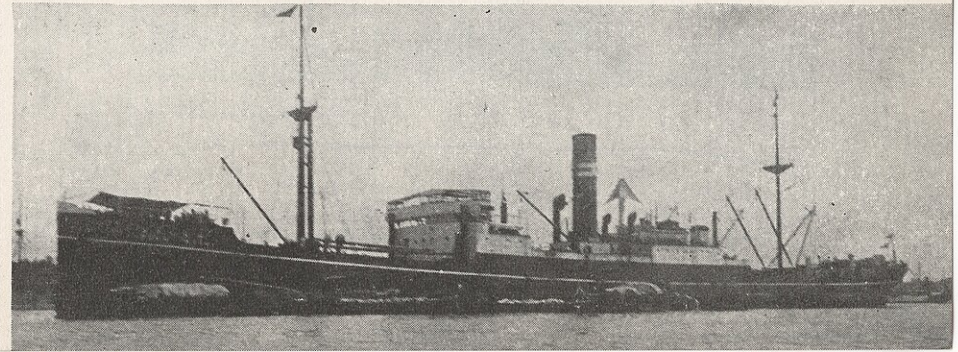
ARGUN MARU
TAIBUN MARU

Tonnages:		Constructed:	
Gross: 6,581–6,662	D. W.: 10,680	1920	Japan
Length:		Propulsion:	
W. L. (B. P.): 415′	O. A.: 429′	Machinery:	Reciprocating
Beam: 56′		Screws: 1	N. H. P.: 552
Drafts:		R. P. M.:	@ Knots:
Loaded: 28′	Light: 8′ 6″	Fuel: Coal	Capacity: 1,400 tons
Speed:		Radius: 10,000 miles at 9½ knots.	
Normal cruising: 9½–10½	Max.: 11½–13		

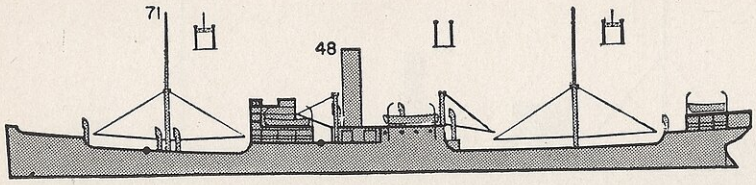
Potential naval value: AP, AK.
Remarks: TAIBUN MARU equipped with deep tanks for carrying oil in bulk.

▼ ARGUN MARU ▼





38 MFKM



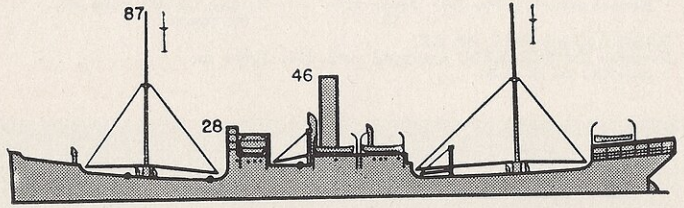
B

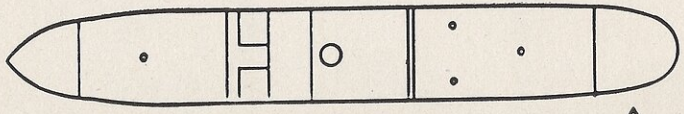
HOKUZYU MARU
SEIZAN MARU, TENSIN MARU

Tonnages: Gross: 4,233–46	D. W.: 7,211	Constructed: 1918	Great Britain
Length: W. L. (B. P.): 380′	O. A.:	Propulsion: Machinery:	Reciprocating
Beam: 49′		Screws: 1	N. H. P.: 474
Drafts: Loaded: 24′ 6″	Light: 8′	R. P. M.: Fuel: Coal	@ Knots: Capacity: 640 tons
Speed: Normal cruising: 9	Max.: 10	Radius: 4,300 miles at 9 knots	

Potential naval value: AK.

Remarks: These ships built during World War I and were known as "War", type, built in Canada.





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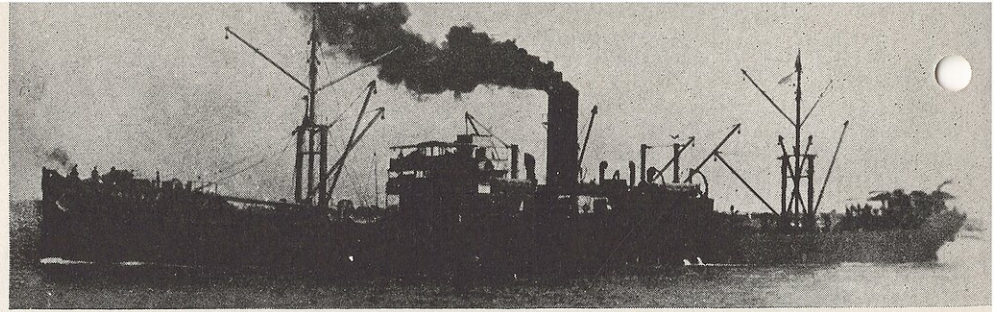
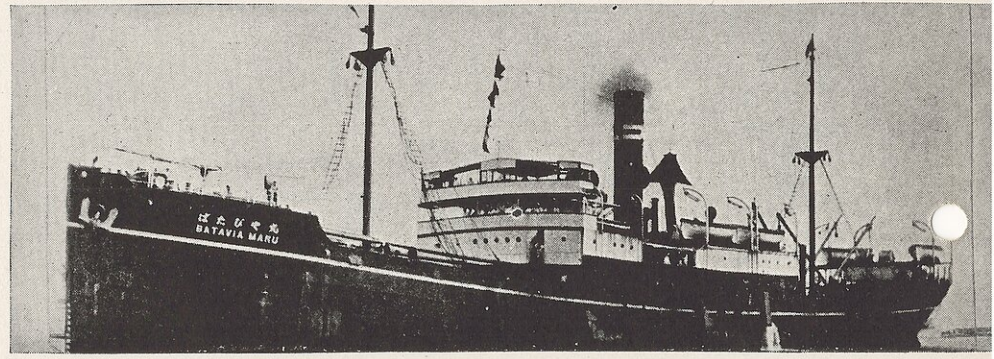


▲ SEIZAN MARU

BATAVIA MARU ▼

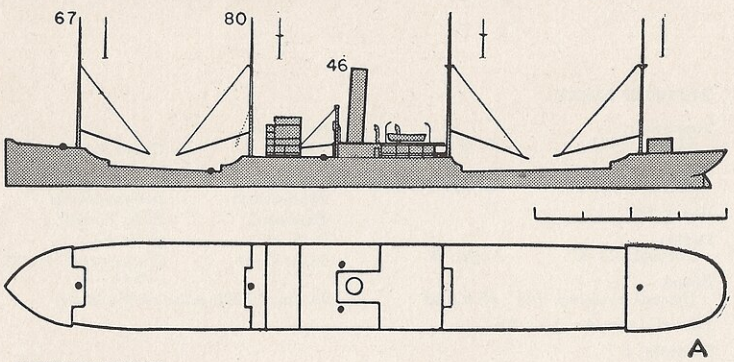


BATAVIA MARU
GANGES MARU, HEIMEI MARU, HIBURI MARU, HOKURYU MARU, INDUS MARU, KAIRYU MARU, SURABAYA MARU, KAYO MARU, MEIKO MARU, TAIRAI MARU, TONAN MARU, TOSEI MARU, YAMATO MARU

Tonnages: Gross: 4,274–4,393	D. W.: 6,600–6,945	Constructed: 1918–19–20	Japan
Length: W. L. (B. P.): 345′	O. A.: 357′	Propulsion: Machinery:	Reciprocating
Beam: 50′		Screws: 1	N. H. P.: 390
Drafts: Loaded: 24′	Light: 7′ 6″	R. P. M.: Fuel: Coal	@ Knots: Capacity: 1,200 tons
Speed: Normal cruising: 10	Max.: 12	Radius: 9,600 miles at 10 knots	

Potential naval value: AP, AK or tender. BATAVIA MARU and SURABAYA MARU believed APs.

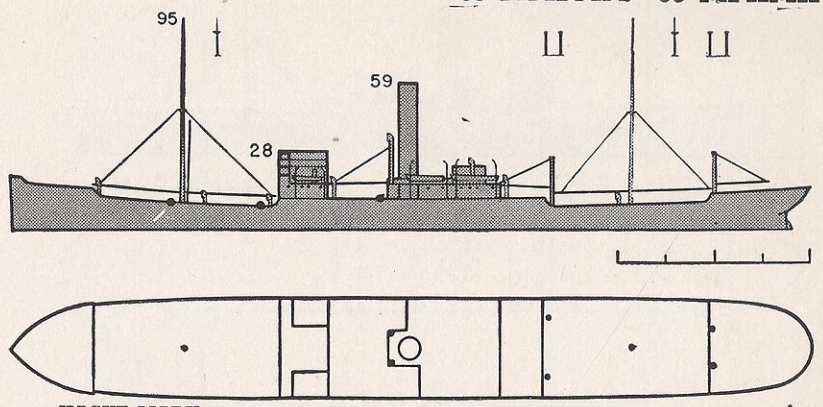
Remarks: HOKURYU—Believed to be carrying oil in bulk.



KINRYO MARU

Tonnages:
Gross: 4,390 D. W.: 7,342
Length:
W. L. (B. P.): 370′ O. A.:
Beam: 50′
Drafts:
Loaded: 24′ Light: 10′ 9″
Speed:
Normal cruising: 9½ Max.: 10
Potential naval value: AK.
Remarks:

Constructed:
1905 Great Britain
Propulsion:
Machinery: Reciprocating
Screws: 1 N. H. P.: 393
R. P. M.: @ Knots:
Fuel: Coal Capacity: 1,000 tons
Radius: 7,500 miles at 9½ knots.

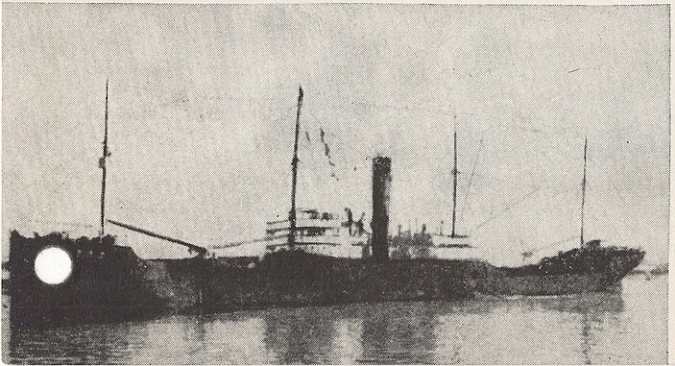


HAGUE MARU
HAVANA MARU, HAVRE MARU, HOKUSIN MARU, KOSIN MARU

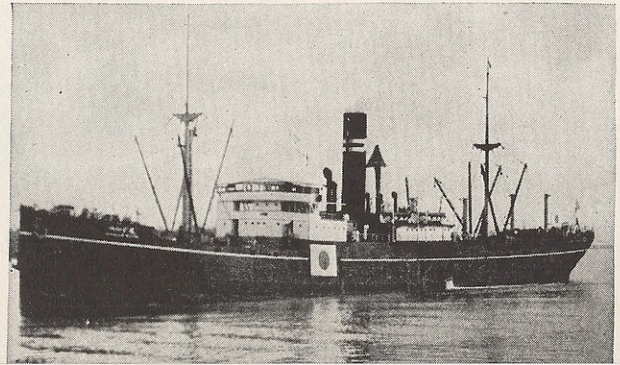
Tonnages:
Gross: 5,485–5,820 D. W.: 8,582–8,831
Length:
W. L. (B. P.): 407′ O. A.:
Beam: 51′
Drafts:
Loaded: 26′ Light: 9′
Speed:
Normal cruising: 10 Max.: 13½
Potential naval value: AP, AK.
Remarks: HAGUE MARU "fitted for fuel oil". Deep tanks for carrying oil in bulk.

Constructed:
1920 Japan
Propulsion:
Machinery: Reciprocating
Screws: 1 N. H. P.: 559
R. P. M.: @ Knots:
Fuel: Coal Capacity: # 1,500 tons
Radius: # 10,000 miles at 10 knots.

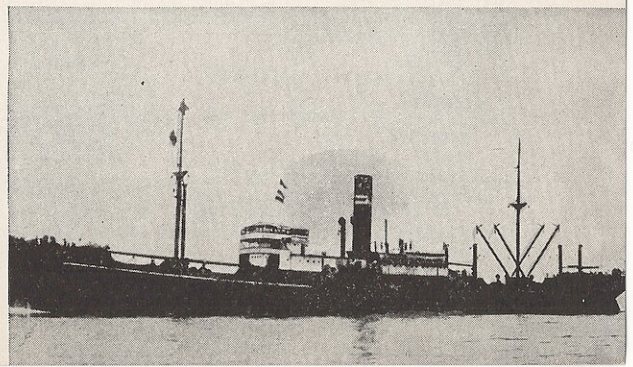
▼ KINRYO MARU



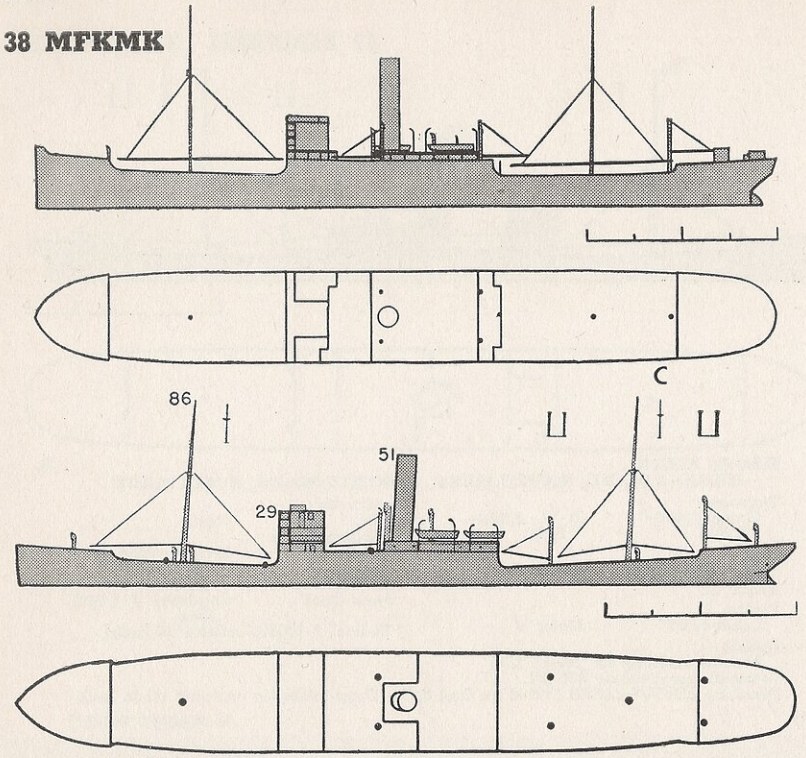
▼ HAVANA MARU



▼ HAGUE MARU



38 MFKMK



GYOKO MARU

Tonnages:
Gross: 5,342 D. W.: 8,150
Length:
W. L. (B. P.) 405′ O. A.:
Beam: 52′
Drafts:
Loaded: 25′ Light: 8′ 2″
Speed:
Normal cruising: 9 Max.: 10½

Potential naval value: AK, AP.
Remarks: Also burns oil.

Constructed:
1910 Great Britain
Propulsion:
Machinery: Reciprocating
Screws: 1 N. H. P.: 490
R. P. M.: @ Knots:
Fuel: Coal Capacity: 800 tons
Radius: 6,000 miles at 9 knots

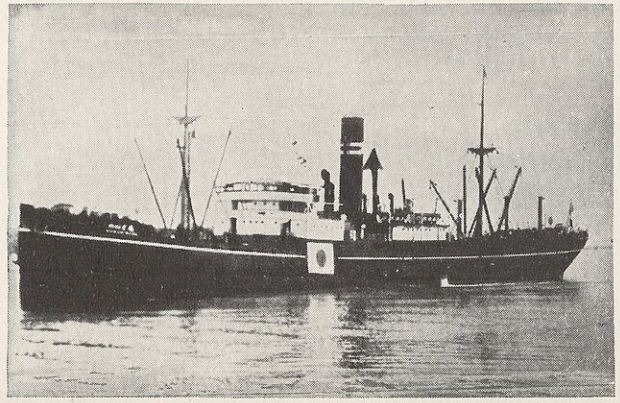
RISSYUN MARU

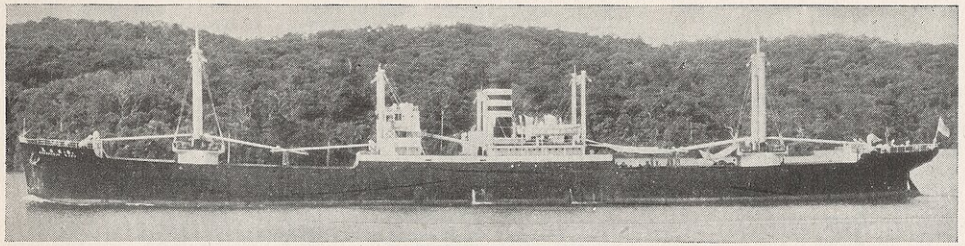
Tonnages:
Gross: 4,441 D. W.: 7,220
Length:
W. L. (B. P.): 370′ O. A.:
Beam: 50′
Drafts:
Loaded: 24′ 4″ Light: 8′
Speed:
Normal cruising: 9½ Max.: 10

Potential naval value: AK
Remarks:

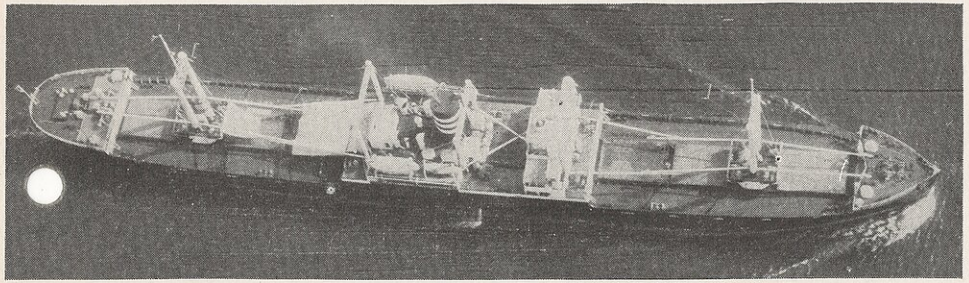
Constructed:
1906 Great Britain
Propulsion:
Machinery: Reciprocating
Screws: 1 N. H. P.: 410
R. P. M.: @ Knots:
Fuel: Coal Capacity: 1,000 tons
Radius: 9,100 miles at 9½ knots

▼ GYOKO MARU

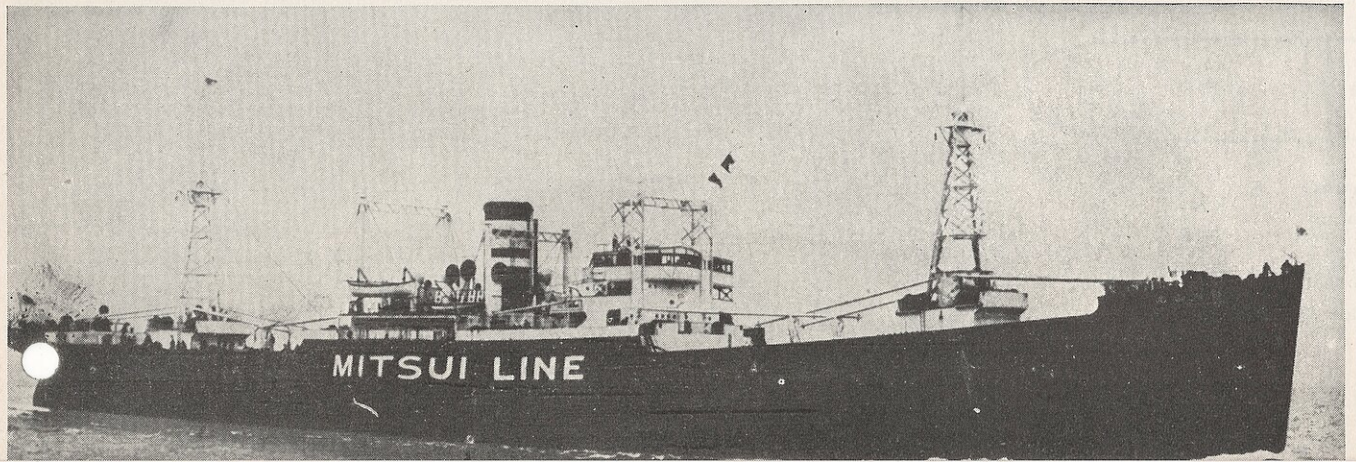


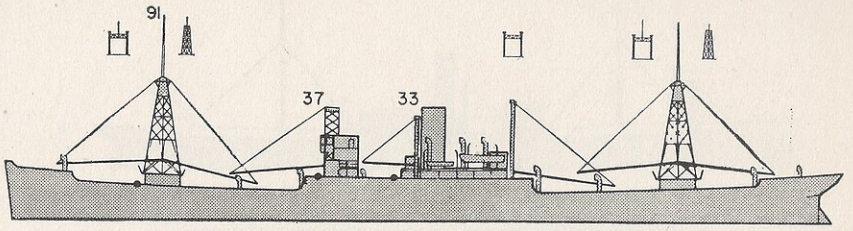


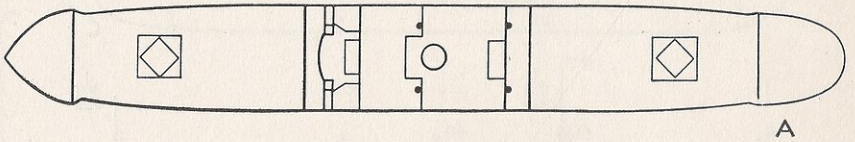
▲ HAKONESAN MARU ▼



HAKUBASAN MARU ▼







HAKONESAN MARU
HAKUBASAN MARU

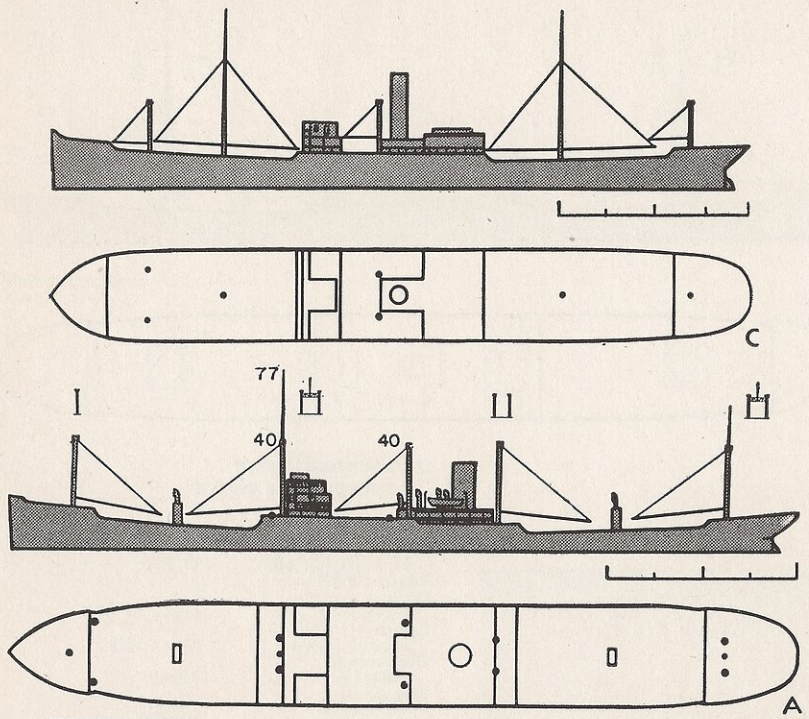
Tonnages:	
Gross: 6,650–6,673	D. W.: 9,733–75
Length:	
W. L. (B. P.): 438′	O. A.:
Beam: 56′ 6″	
Drafts:	
Loaded: 26′	Light: 13′ 6″
Speed:	
Normal cruising: 13	Max.: 15½
Constructed:	
1928–29	Japan
Propulsion:	
Machinery:	Diesel
Screws: 2	N. H. P.: 951
	B. H. P.: 4,200
R. P. M.: 135	@ Knots: 15½
Fuel: Oil	Capacity: 1,229 tons

Radius: 21,000 miles at 13 knots.

Potential naval value: AP, AK.

Remarks: Six watertight bulkheads. HAKUBASAN MARU has unusual type pyramidal masts constructed of angle iron and lattice kingposts forward of bridge. HAKUBASAN MARU believed to be carrying oil in bulk.

38 KMFMK **38 KMFKM**



YAHIKO MARU

Tonnages:
Gross: 5,747 D. W.: 9,207
Length:
W. L. (B. P.): 417′ O. A.:
Beam: 55′
Drafts:
Loaded: 25′ 7″ Light: 8′ 2″
Speed:
Normal cruising: 11 Max.: 13

Constructed:
1926 Japan
Propulsion:
Machinery: Diesel
Screws: 2 N. H. P.: 776
R. P. M.: @ Knots:
Fuel: Oil Capacity: 1,622 tons

Radius: 35,700 miles at 11 knots.

Potential naval value: AK, AP, AS

Remarks: Equipped to handle heavy lift cargo.

◀ ZYOGU MARU

Tonnages:
Gross: 4,803 D. W.: 7,830
Length:
W. L. (B. P.): 369′ O. A.:
Beam: 51′
Drafts:
Loaded: 24′ 8″ Light: 8′
Speed:
Normal cruising: Max: 9½
8½

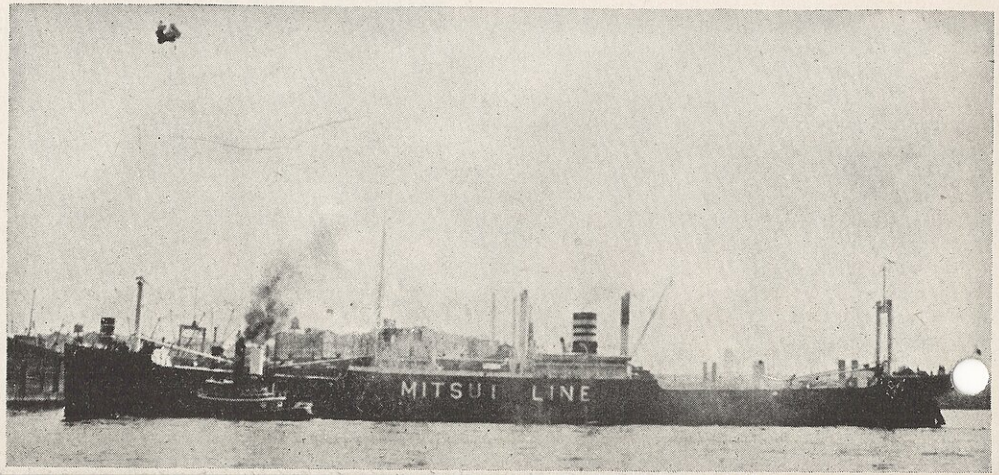
Potential naval value: AK.

Remarks:

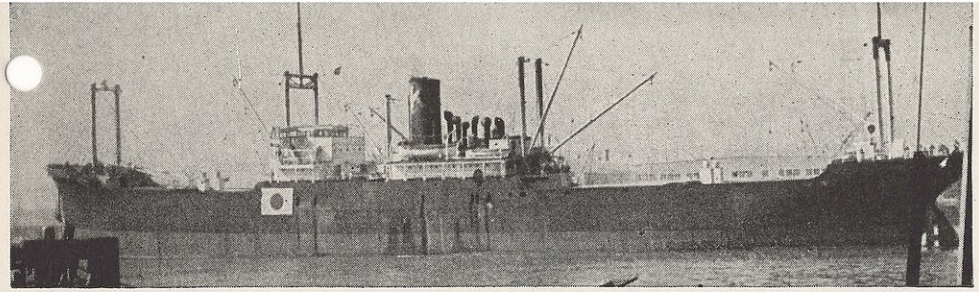
Constructed:
1906 Great Britain
Propulsion:
Machinery: Reciprocating
Screws: 1 N. H. P.: 371
R. P. M.: @ Knots:
Fuel: Coal Capacity: 1,400 tons

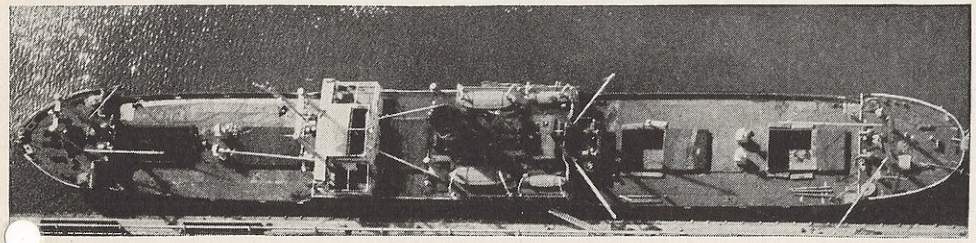
Radius: 9,600 miles at 8½ knots

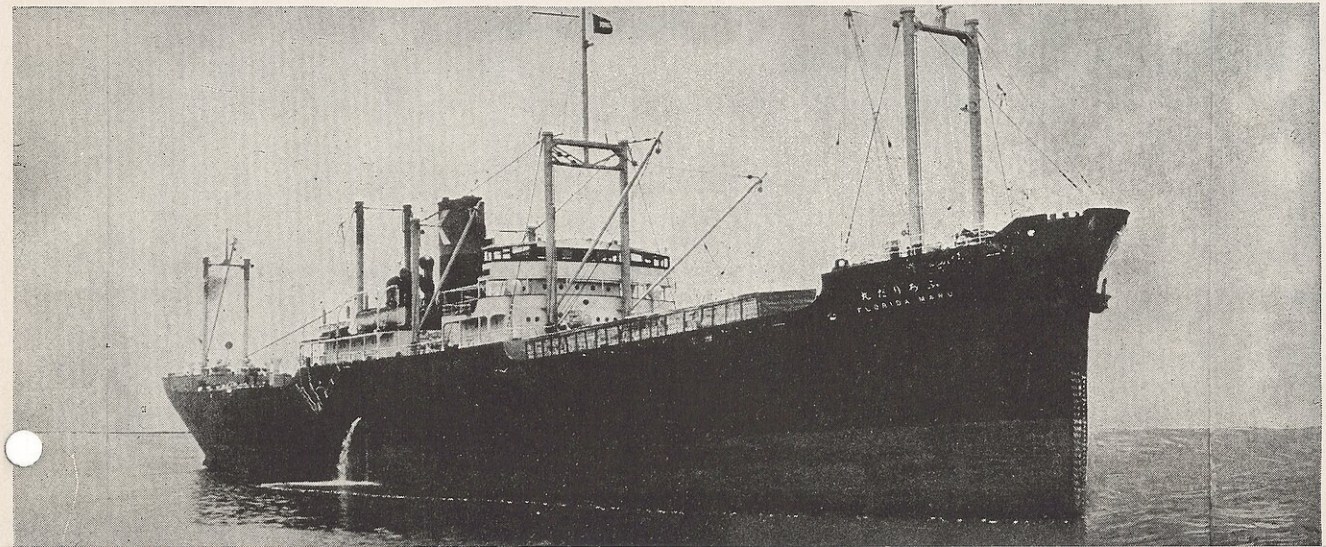
YAHIKO MARU ▼

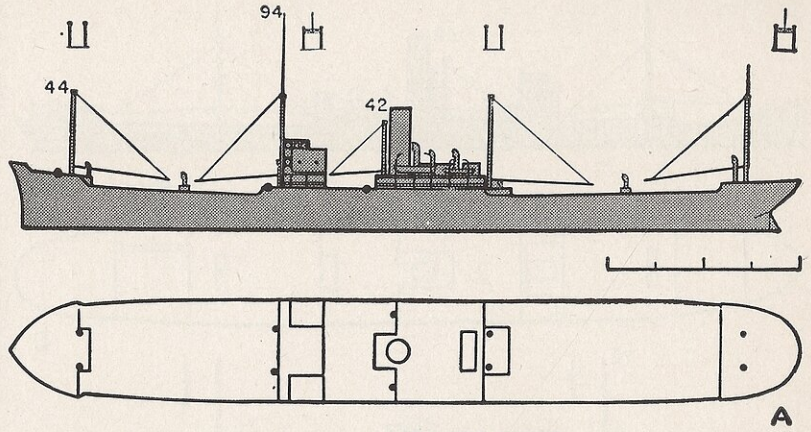


38 KMFKM









FLORIDA MARU

Tonnages:
Gross: 5,845 D. W.: 9,114

Length:
W. L. (B. P.): 405' O. A.:

Beam: 53'

Drafts:
Loaded: 27' Light: 9'

Speed:
Normal cruising: 10 Max.: 12

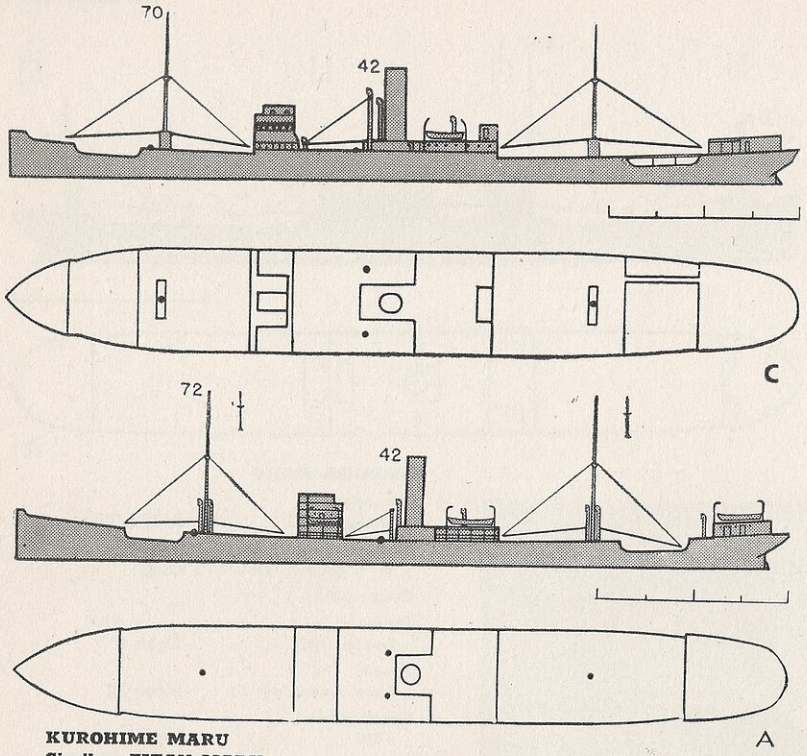
Constructed:
1925 Japan

Propulsion
Machinery: Diesel
Screws: 1 N. H. P.: 902
B. H. P.: 2,500
R. P. M.: 80 @ Knots: 10
Fuel: Oil Capacity: 1,240 tons
Radius: 25,000 miles at 10 knots

Potential naval value: AP, AK.

Remarks:

38A MFM



KUROHIME MARU
Similar: EIZAN MARU

Tonnages:
Gross: 4,697 D. W.: 8,000
Length:
W. L. (B. P.): 385′ O. A.:
Beam: 52′
Drafts:
Loaded: 25′ Light:
Speed:
Normal cruising: 9 Max.: 10

Potential naval value: AK.
Remarks:

Constructed:
1920 Great Britain
Propulsion:
Machinery: Reciprocating
Screws: 1 N. H. P.: 543
R. P. M.: @ Knots:
Fuel: Oil Capacity:
Radius:

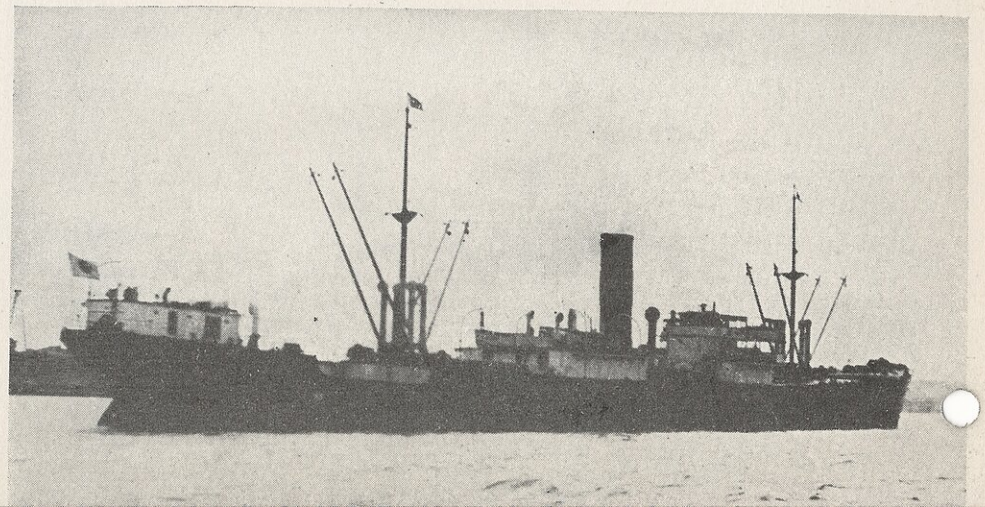
XXVIII OTTOBRE

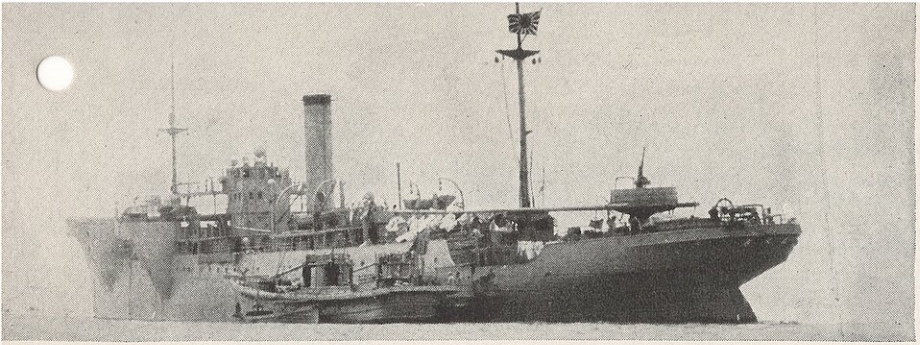
Tonnages:
Gross: 4,888 D. W.: 8,800
Length:
W. L. (B. P.): 405′ O. A.: 418
Beam: 53′
Drafts:
Loaded: 25′ Light:
Speed:
Normal cruising: 9 Max.: 10½

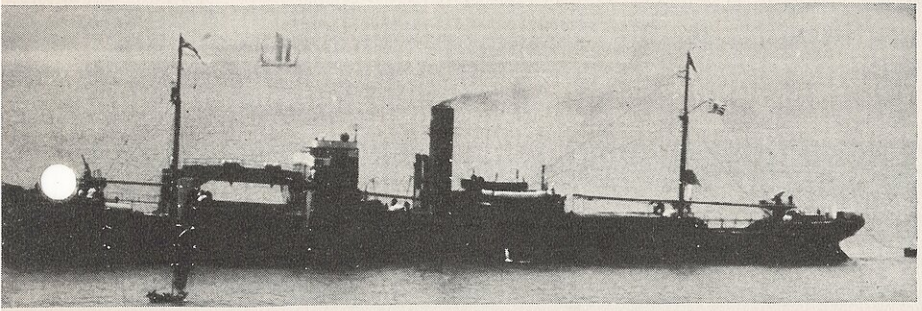
Potential naval value: AK.
Remarks: Former Italian ship possibly being operated by Japanese

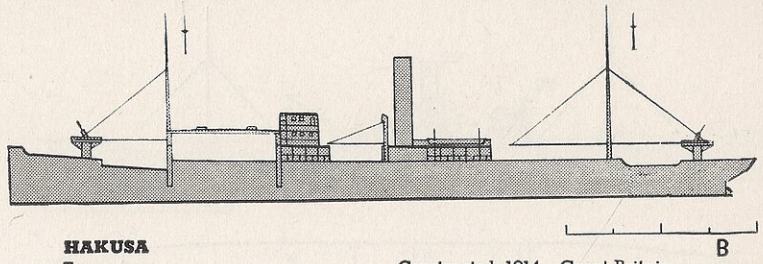
Constructed:
1929 Great Britain
Propulsion:
Machinery: Reciprocating
Screws: 1 N. H. P.: 412
R. P. M.: @ Knots:
Fuel: Coal Capacity:
Radius:

KUROHIME MARU ▼







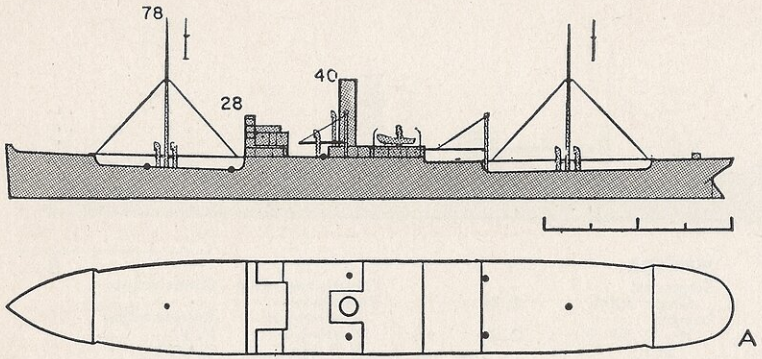


HAKUSA

Tonnages:
Gross: 3,841 D. W.:
Length:
W. L. (B. P.): 370' O. A.:
Beam: 51'
Drafts:
Loaded: 20' (estimated) Light:
Speed:
Normal cruising: 9 Max.:

Constructed: 1914 Great Britain
Propulsion:
Machinery: Reciprocating
Screws: 1 H. P.:
R. P. M.: @ Knots:
Fuel: Coal Capacity:
Radius:
Potential naval value: AK, LSC.
Remarks: This is a naval vessel included herein because of similarity to merchant ships.

38A MFKM



AKIBASAN MARU

Tonnages:
Gross: 4,607 D. W.: 6,947

Length:
W. L. (B. P.): 375′ O. A.: 389′

Beam: 50′

Drafts:
Loaded: 24½′ Light: 11½′

Speed:
Normal cruising: 11 Max.: 14.

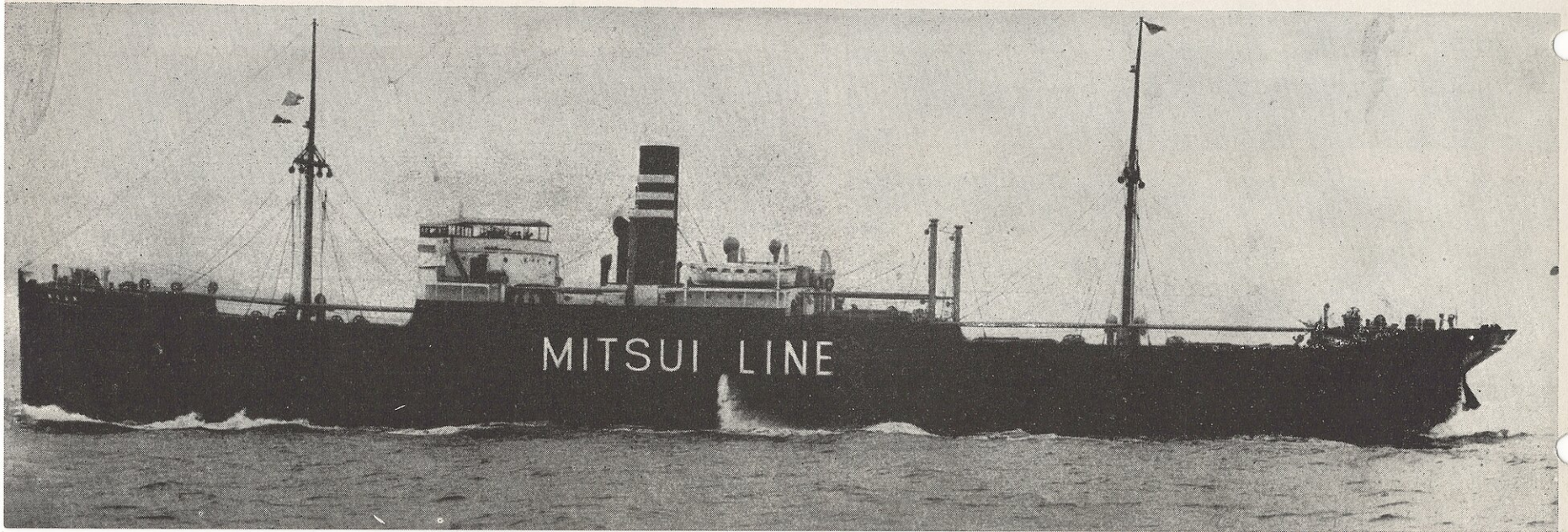
Potential naval value: AP, AK.

Remarks:

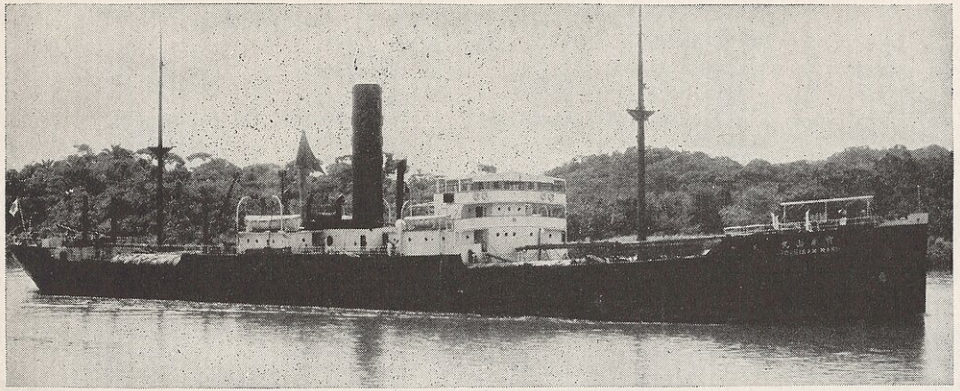
Constructed:
1924 Japan

Propulsion:
Machinery: Reciprocating
Screws: 1 N. H. P.: 496
B. H. P.: 2,850
R. P. M.: 95 @ Knots: 14
Fuel: Coal or oil Capacity: 805 tons of oil; 675 tons of coal

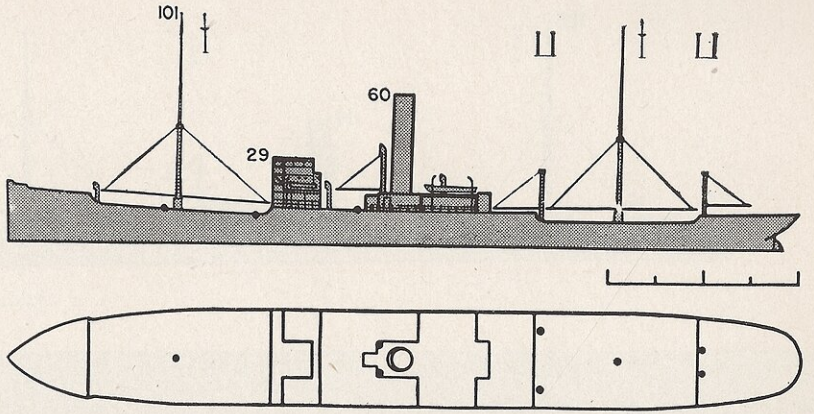
Radius: 15,000 miles at 11 knots



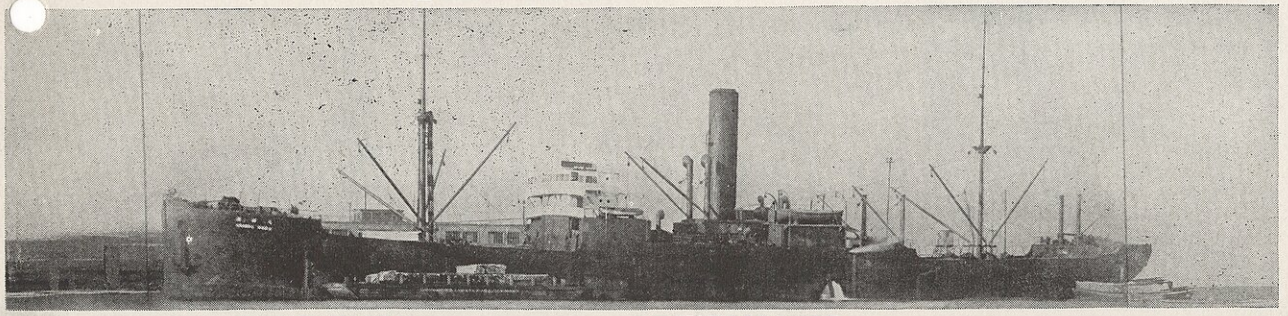
38A MFKMK



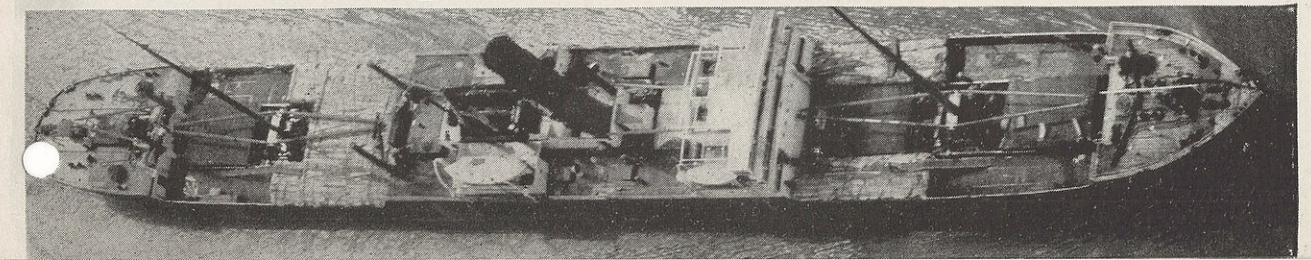
▲ HOEISAN MARU



A



KAISYO MARU ▲ ▼ HOEISAN MARU



HOEISAN MARU
KAISYO MARU, KOKURYU MARU, KOTOHIRA MARU, TEMPEI MARU

Tonnages:
Gross: 6,032–6,113 D. W.: 8,670–8,905

Length:
W. L. (B. P.): 407′ O. A.:

Beam: 51′

Drafts:
Loaded: 26′ Light: 8′ 6″

Speed:
Normal cruising: 10 Max: 12.

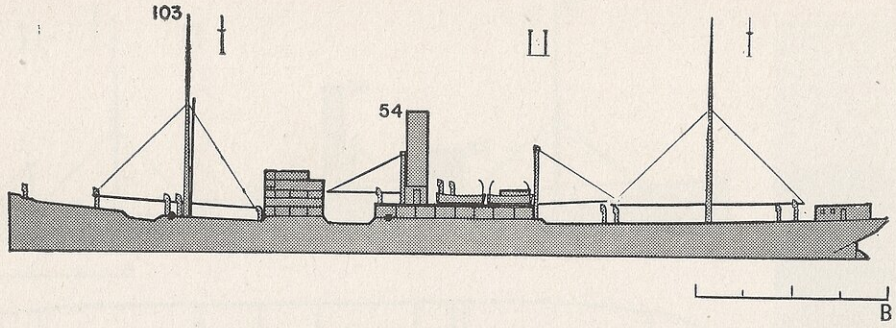
Constructed:
1918–21 Japan

Propulsion:
Machinery: Reciprocating
Screws: 1 N. H. P.: 553
R. P. M.: 57 @ Knots: 10
R. P. M.: 67 @ Knots: 12
Fuel: Oil Capacity: 1,253 tons
Radius: 17,500 miles at 10 knots

Potential naval value: *AP*, AK.

Remarks:

40 MFKM

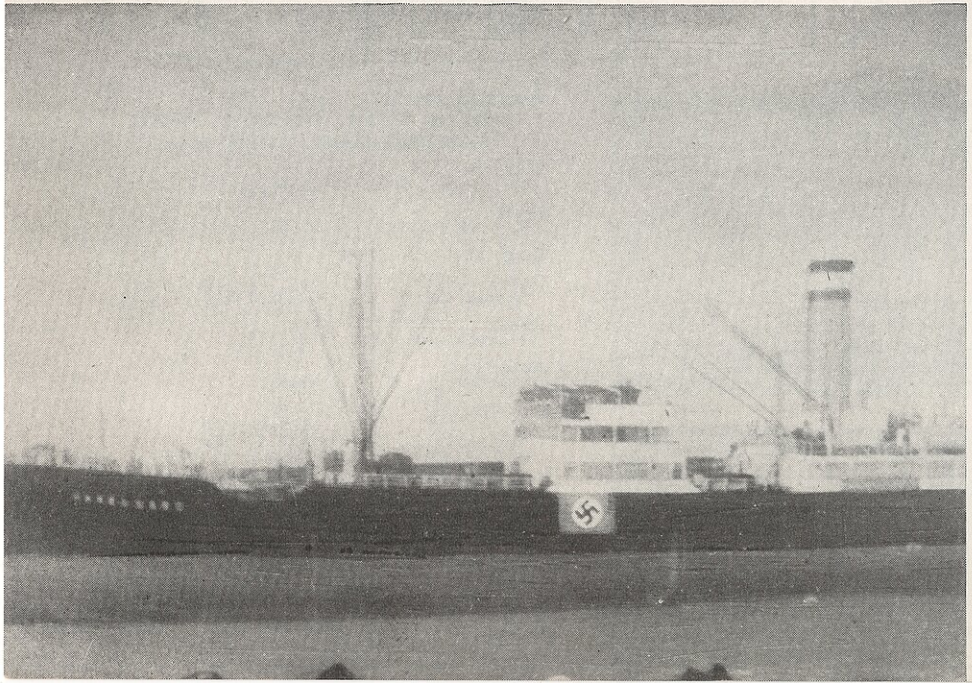


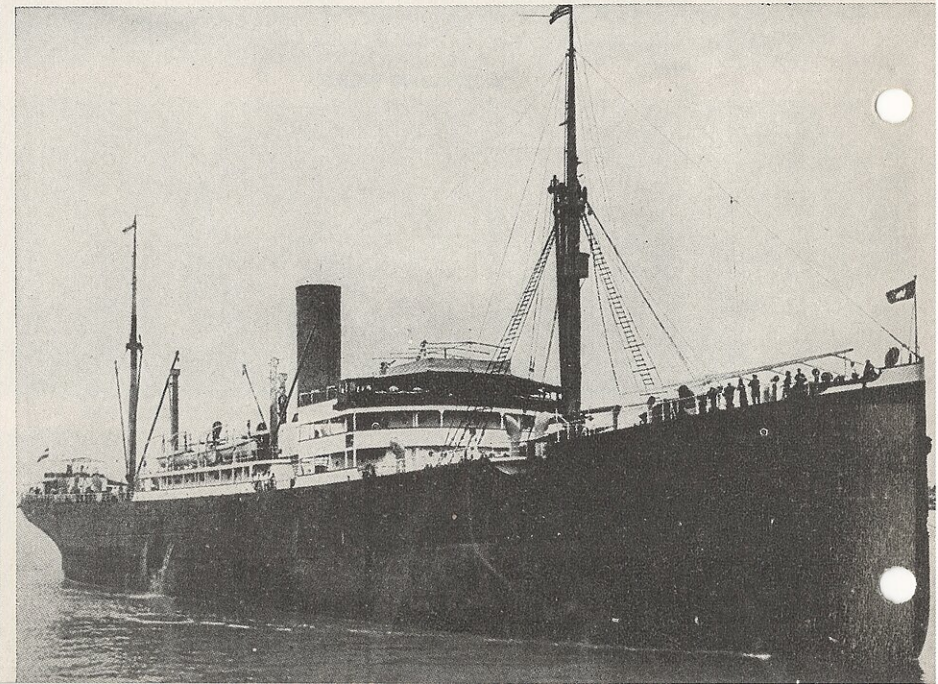
HAVELLAND

Tonnages: Gross: 6,334	D. W.:	Constructed: 1921	Germany
Length: W. L. (B. P.): 450	O. A.: 465	Propulsion: Machinery:	Reciprocating
Beam: 58		Screws: 2	N. H. P.: 856
Drafts:			I. H. P.: 4,500
Loaded: 25	Light:	R. P. M.:	@ Knots:
Speed:		Fuel: Oil	Capacity: 1,434 tons
Normal cruising: 10	Max.: 12	Radius: 22,000 miles at 12 knots	

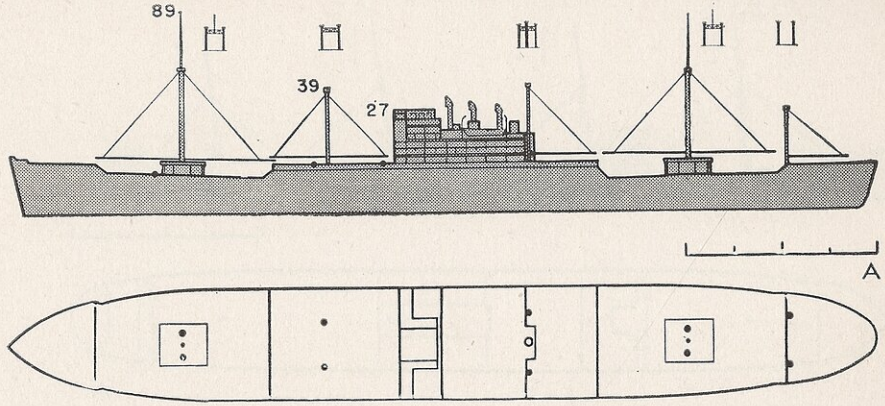
Potential naval value: AK blockade runner.

Remarks: Former German vessel refuged in Japanese waters.





43 MKKMK

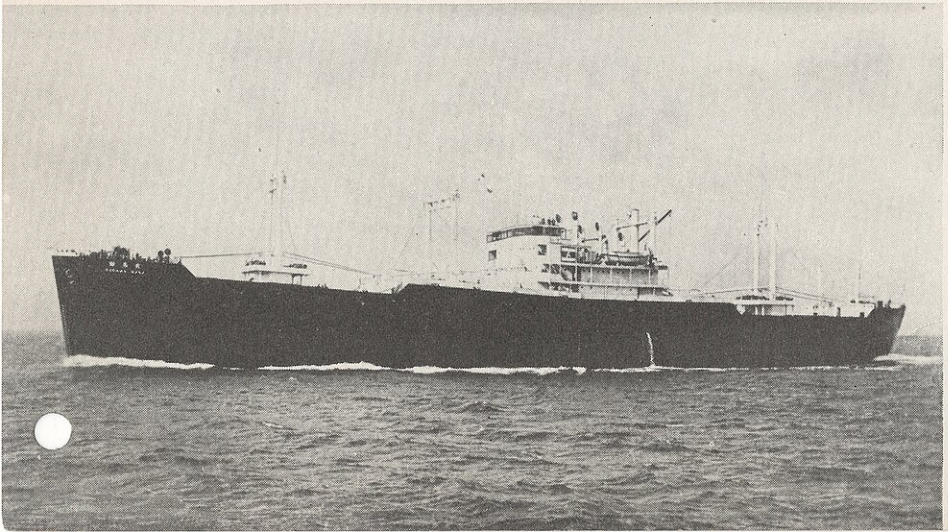


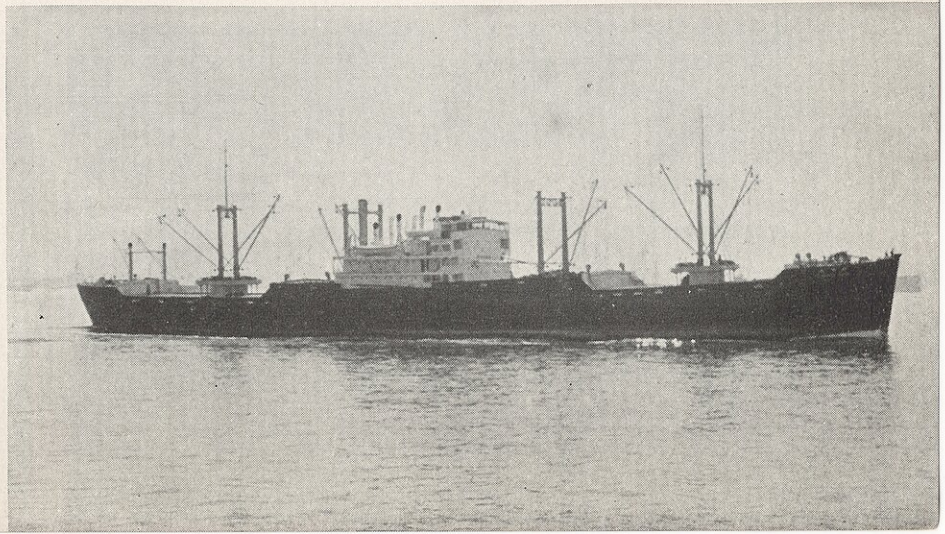
KURAMA MARU

Tonnages:
Gross: 6,789 D. W.: 10,293
Length:
W. L. (B. P.): 438′ O. A.:
Beam: 58′
Drafts:
Loaded: 26′ 8″ Light: 8′ 6″
Speed:
Normal cruising: 14 Max.: 16

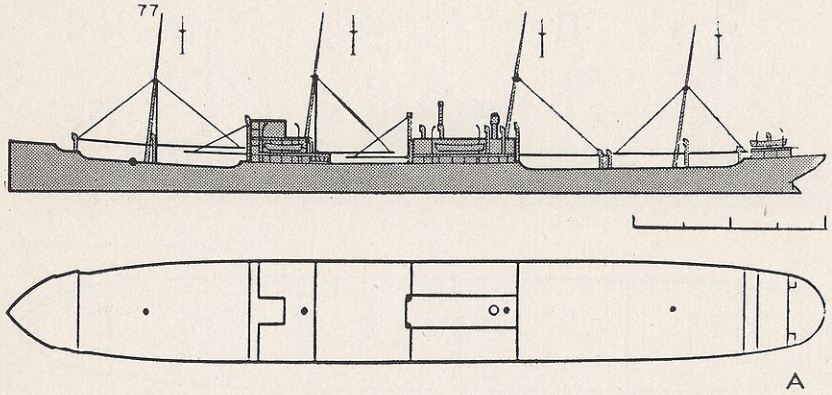
Potential naval value: AP, AK, or auxiliary.
Remarks:

Constructed:
1931 Japan
Propulsion:
Machinery: Diesel
Screws: 1 N. H P.: 688
B. H. P.: 4,000
R. P. M.: @ Knots:
Fuel: Oil Capacity: 2,550 tons including deep tanks
Radius: 43,000 miles at 14 knots





44 MMMM

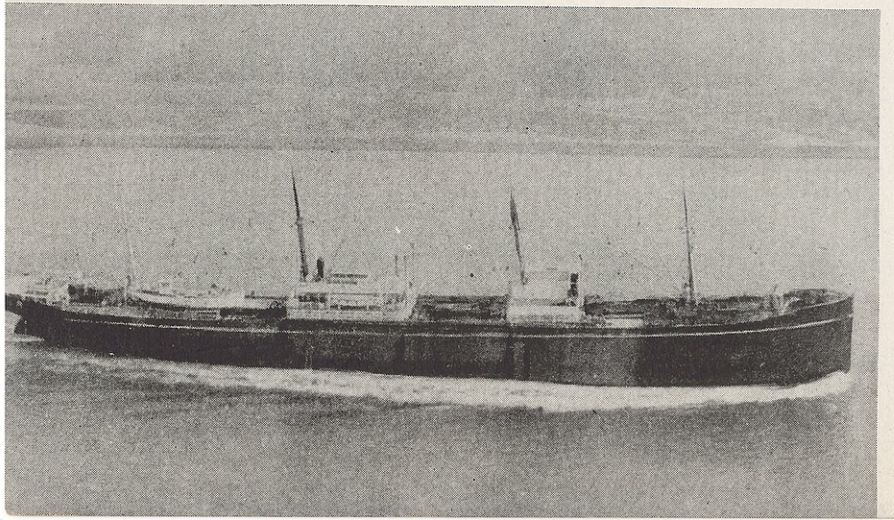


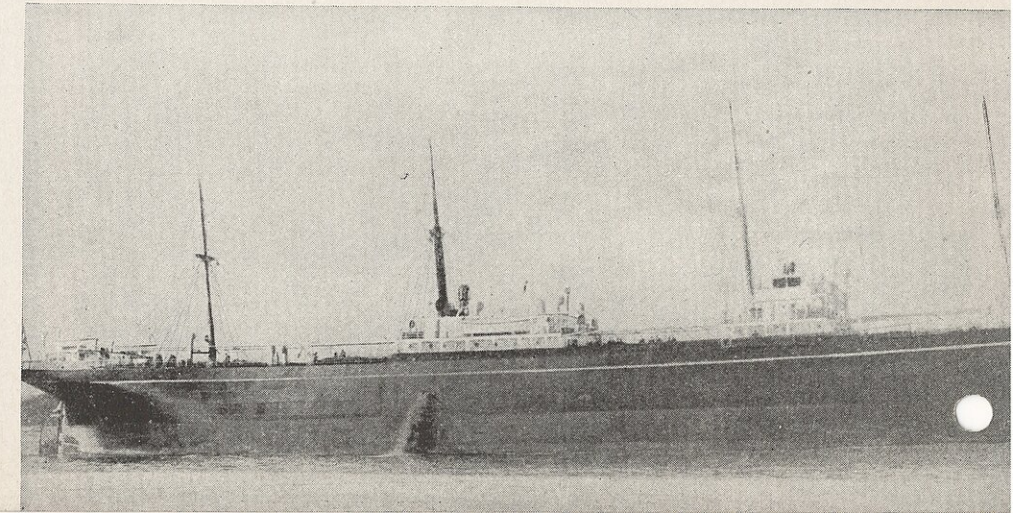
TONGKING

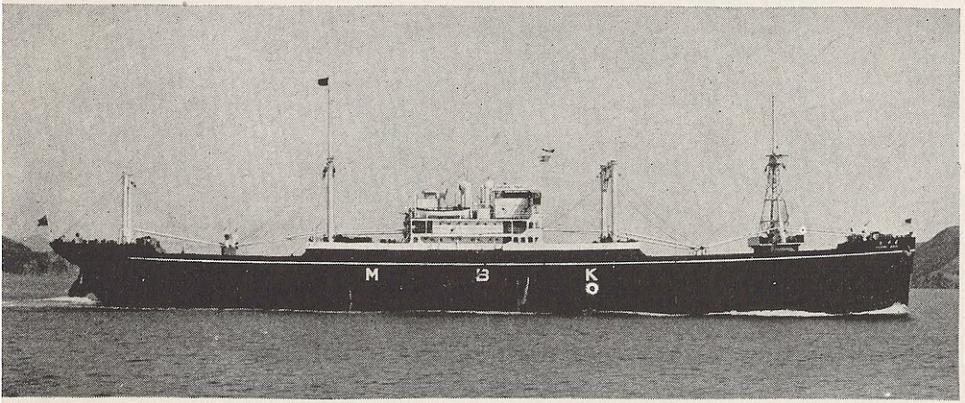
Tonnages:
Gross: 6,643 D. W.: 9,300
Length:
W. L. (B. P.): 410' O. A.:
Beam: 55'
Drafts:
Loaded: 26' Light:
Speed:
Normal cruising: Max.:
11

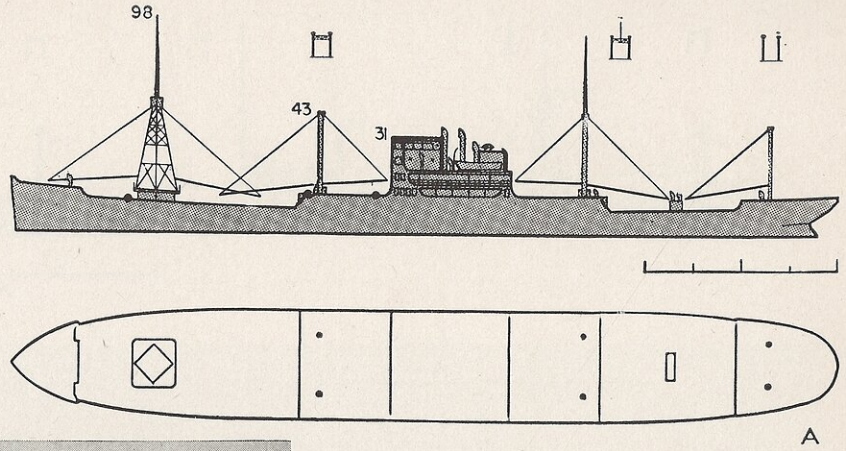
Constructed:
1914 Denmark
Propulsion:
Machinery: Diesel
Screws: 1 N. H. P.: 717
R. P. M.: @ Knots:
Fuel: Oil Capacity:
Radius:

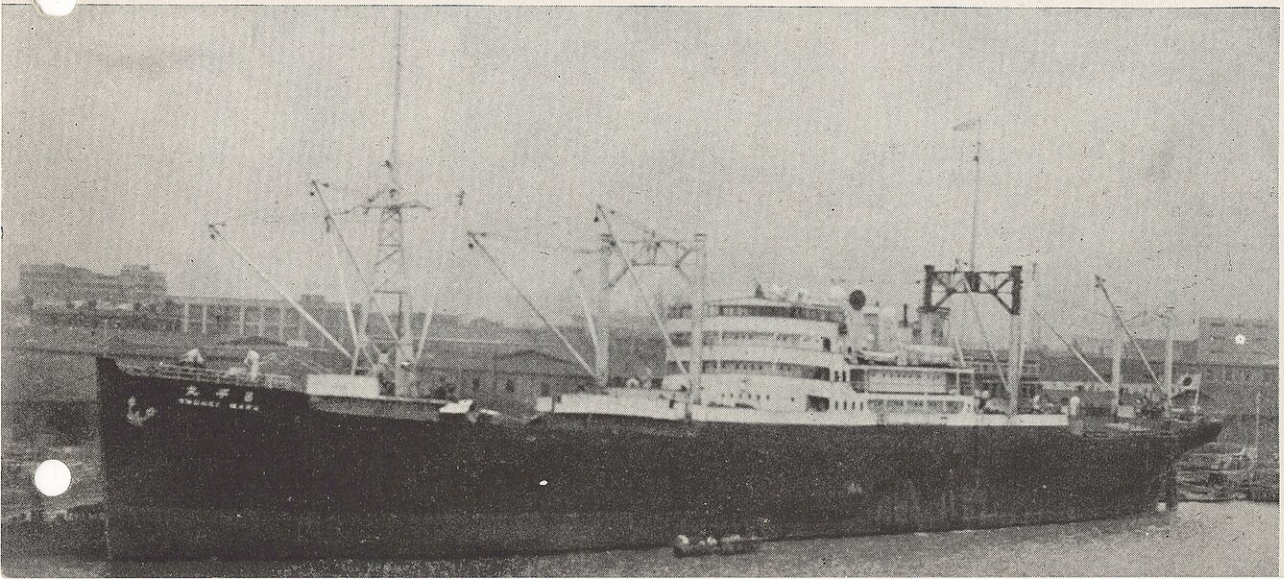
Remarks: A former Danish vessel now believed in the hands of the Japanese.









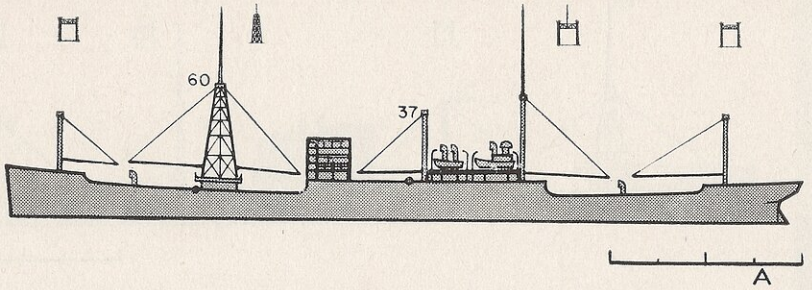


SYOHEI MARU

Tonnages:
Gross: 7,256 D. W.: 10,230
Length:
W. L. (B. P.): 437′ O. A.:
Beam: 58′
Drafts:
Loaded: 26′6″ Light: 13′6″
Speed:
Normal cruising: 12 Max: 15
Constructed:
1931 Japan
Propulsion:
Machinery: Diesel
Screws: 1 N. H. P.: 489
B. H. P.: 3,000
R. P. M.: @ Knots:
Fuel: Oil Capacity: 2,200 tons including deep tanks
Radius: 50,000 miles at 12 knots.

Potential naval value: AP, AK
Remarks: Note pyramidal foremast. Capable of mounting four 5″ guns.

44 KMMK



TAIHEI MARU

Tonnages:
Gross: 6,285 D. W.: 9,307

Length:
W.L. (B.P.): 413′ O. A.:

Beam: 56′

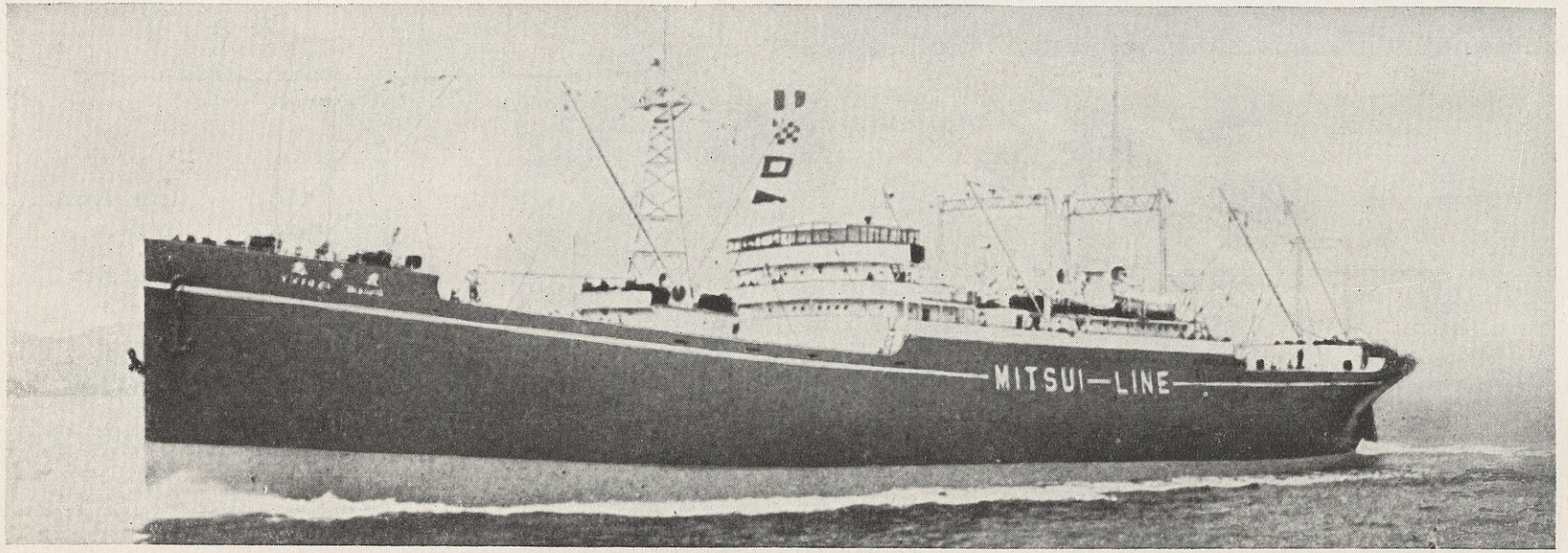
Drafts:
Loaded: 25′ 9″ Light: 8′

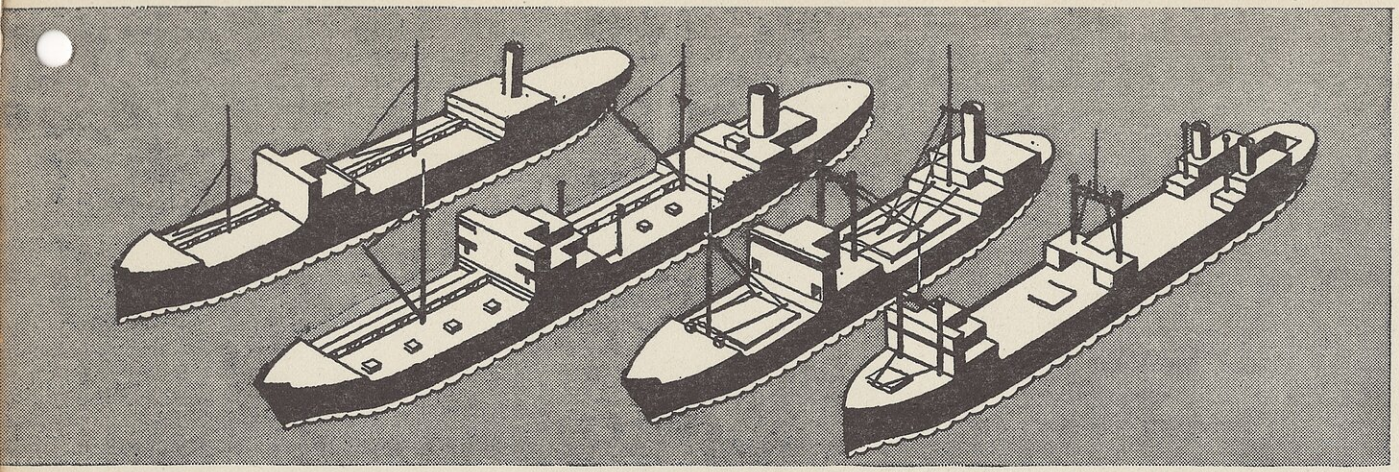
Speed:
Normal cruising: 11 Max.: 12

Potential naval value: AP, AK.
Remarks:

Constructed:
1928 Japan

Propulsion:
Machinery: Diesel
Screws: 1 I. H. P.: 1,500
R. P. M.: 103 @ Knots: 10½
Fuel: Oil Capacity: 700 tons
Radius: 22,000 miles at 11 knots.





TANKERS

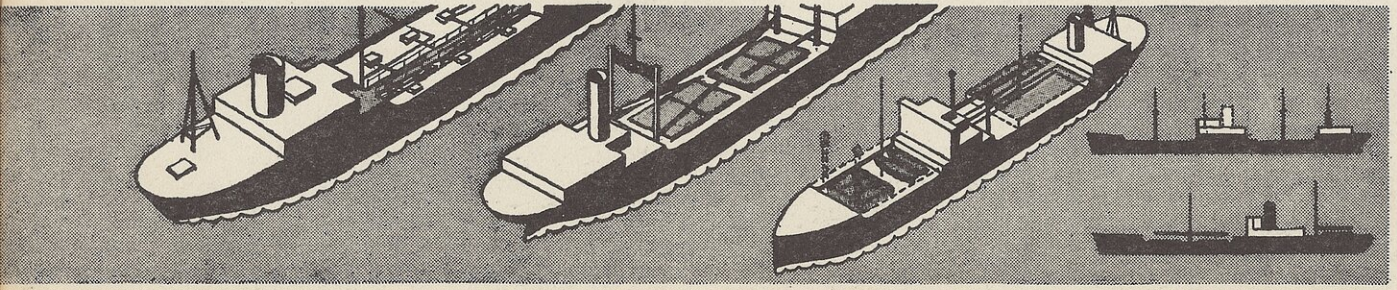
Perhaps the most important targerts of all, this large group of both old and new types includes some of the largest and fastest oilers in the world. Almost all of them now serve the navy as auxiliaries.

CARGO TYPES

Though relatively few in number, this group is being increased through mass production of standard types, some of which have wooden hulls.

WHALE FACTORIES

This small group is composed of some of the best ships of this type to be found in the world, and includes several conversions. They have served as tenders, seaplane carriers, and oilers.



Differences in appearance between tankers and cargo-carriers are slight, but they are very important to coding. Tankers have a catwalk extending across wells, small vent hatches, and a few light masts and booms. Cargo-carriers have large hatches and sturdy masts or king-posts supporting heavy-lift booms.

The necessity for carrying a large amount of deck cargo will often change the rig and hull profile of these ships. By moving the funnel, a tanker can sometimes be camouflaged to resemble an engines-amidships type. Some engines-amidships freighters have their funnels quite far aft and this factor should be guarded against in coding.

ENGINES AFT

GROUP 4

TYPE		PAGES
	CARGO	
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	TANKERS	
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52	53	
	RAISED 1–3	
54		272–274
	RAISED 1–2–3	
55		275–281
56	57	
	FLUSH—TRUNKED	
58		281–282
59		
	RAISED 1–2	
60		282
61		
	RAISED 1–2–3	
62		283–285
	RAISED 1–2–3	
63		286–290
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64		291
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65		292–294

NAME	YEAR BUILT	GROSS TONNAGE	LENGTH	CODE	PAGE
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HAKUSIN MARU	14	1,482	254	45 MMF	
BOGOTA	37	1,230	249	45 MMF	264
TEITITU MARU	37	1,230	249	45 MMF	264
HOKKO MARU	40	5,385	399	45 MKMF	265
SYOKO MARU	40	5,385	399	45 MKMF	265
HINKO MARU	36	5,419	398	45 MKMF	265
RYUKO MARU	36	5,626	396	45 MKMF	265
SANKO MARU	39	5,461	396	45 MKMF	265
SEIKO MARU	40	5,385	393	45 MKMF	265
TAISYO MARU	38	4,816	384	45 MKMF	265
ISUZU MARU	39	2,866	322	45 MKMF	266
TAGA MARU	39	2,868	322	45 MKMF	266
ROKKOSAN MARU	11	2,175	276	46 MMF	267
TAKAOSAN MARU	11	2,076	275	46 MMF	267
HOKO MARU	23	1,514	251	46 MMF	267
TAIKO MARU	24	1,812	251	46 MMF	268
HARUNA MARU	23	1,549	250	46 MMF	267
MANKO MARU	23	1,503	250	46 MMF	267
TITIBU MARU	23	1,525	250	46 MMF	267
TYOKO MARU	23	1,794	250	46 MMF	268
ISSIN MARU	14	1,447	246	46 MMF	268
BUSYU MARU	18	1,222	217	46 MMF	
BUZYUN MARU	29	4,804	371	46 MKMF	268
KANSEISI MARU	29	4,805	371	46 MKMF	268
MEITEN MARU	38	4,474	364	46 MKMF	269
NAGISAN MARU	31	4,391	362	46 MKMF	269
NASUSAN MARU	31	4,399	362	46 MKMF	269
YASUSIMA MARU	39	1,911	273	46 MKMF	270
AMAKASU MARU #1	39	1,913	272	46 MKMF	270
GORYU MARU	40	1,912	272	46 MKMF	270
GOSEI MARU	37	1,931	272	46 MKMF	270
HIROTAMA MARU	39	1,911	272	46 MKMF	270
HOUN MARU	40	1,925	272	46 MKMF	270

NAME	YEAR BUILT	GROSS TONNAGE	LENGTH	CODE	PAGE
HUKUEI MARU	38	1,869	272	46 MKMF	270
HUKUEI MARU #2	39	1,899	272	46 MKMF	270
KISOGAWA MARU	40	1,914	272	46 MKMF	270
KITUGAWA MARU	40	1,914	272	46 MKMF	270
KOGYOKU MARU	39	1,925	272	46 MKMF	270
KOHUKU MARU	39	1,925	272	46 MKMF	270
KURETAKE MARU	38	1,924	272	46 MKMF	270
MATUEI MARU	38	1,878	272	46 MKMF	270
NANKAI MARU #2	40	1,961	272	46 MKMF	270
RYUA MARU	40	1,925	272	46 MKMF	270
SEIZAN MARU #2	37	1,898	272	46 MKMF	270
SINTO MARU #1	39	1,925	272	46 MKMF	270
SITISEI MARU	38	1,911	272	46 MKMF	270
SUMIYOSI MARU	36	1,922	272	46 MKMF	270
SYOKO MARU	39	1,933	272	46 MKMF	270
TAIRYU MARU	39	1,925	272	46 MKMF	270
TAIYU MARU	38	1,875	272	46 MKMF	270
TAKEGAWA MARU	38	1,931	272	46 MKMF	270
TATUHUKU MARU	39	1,946	272	46 MKMF	270
TEKKAI MARU	39	1,926	272	46 MKMF	270
TETUWA MARU	40	1,950	272	46 MKMF	270
TETUZAN MARU	39	1,923	272	46 MKMF	270
TORO MARU	39	1,925	272	46 MKMF	270
UMEGAWA MARU	39	1,931	272	46 MKMF	270
WAKATAKE MARU	38	1,920	272	46 MKMF	270
ZINMU MARU	40	1,912	272	46 MKMF	270
TYOUN MARU	40	1,914	271	46 MKMF	270
KATORI MARU	38	1,920	270	46 MKMF	270
KAZAN MARU	36	1,893	270	46 MKMF	270
MEIZI MARU	37	1,934	270	46 MKMF	270
MISIMA MARU	39	1,930	270	46 MKMF	270
TAIKO MARU	37	1,925	270	46 MKMF	270
YAWATA MARU	35	1,852	270	46 MKMF	270
TAMISIMA MARU	39	1,931	269	46 MKMF	270
UNYO MARU #5	29	2,053	276	46 MKKMF	269

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NAME	YEAR BUILT	GROSS TONAGE	LENGTH	CODE	PAGE
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ELDORADO	18	2,180	246	47 MMF	271
ANASTASIA	30	3,029	305	47 MKF	271
AUGUSTINA	27	3,110	305	47 MKF	271
SAMUI	36	1,458	240	54 MMF	272
KUROSIO MARU	38	10,519	505	54 MKMF	272
NISSYO MARU	38	10,526	529	54 MKMFK	273
AKATUKI MARU	38	10,216	505	54 MKMFK	273
AKEBONO MARU	39	10,182	505	54 MKMFK	273
KAIZYO MARU	37	8,637	475	54 MKMKFK	274
HOYO MARU	36	8,692	474	54 MKMKFK	274
KIYO MARU	30	7,251	417	55 MMF	275
SINKOKU MARU	39	10,020	503	55 MKMF	275
TEIYO MARU	31	9,850	492	55 MKMF	276
GENYO MARU	37	10,019	503	55 MKMFK	277
ITUKUSIMA MARU	37	10,007	503	55 MKMFK	277
KOKUYO MARU	38	10,027	503	55 MKMFK	277
NITIEI MARU	38	10,020	503	55 MKMFK	277
TATEKAWA MARU	35	10,090	503	55 MKMFK	278
TOEI MARU	38	10,023	503	55 MKMFK	277
KENYO MARU	39	10,022	502	55 MKMFK	277
KYOKUTO MARU	34	10,052	502	55 MKMFK	279
TOA MARU	34	10,052	502	55 MKMFK	279
TOHO MARU	36	9,987	500	55 MKMFK	279
NIPPON MARU	36	9,974	499	55 MKMFK	278
OMUROSAN MARU	37	9,205	491	55 MKMFK	280
OTOWASAN MARU	36	9,205	491	55 MKMFK	280
GENOTA	35	7,987	463	55 MKKMF	281
PAULA	27	2,770	305	58 MF	281
KYODO MARU	14	1,090	190	58 MMF	282
SIRETOKO	20	8,000	455	60 MKMF	282
TURIMI	22	8,000	455	60 MKMF	282
ERIMO	20	8,000	455	60 MKMFK	282
SATA	21	8,000	455	60 MKMFK	282
SIRIYA	22	8,000	455	60 MKMFK	282
IRO	22	8,000	455	60 MKMFK	282
ONDO	23	8,000	455	60 MKMFK	282
HAYATOMO	24	8,000	455	60 MKMFK	282
NARUTO	24	8,000	455	60 MKMFK	282
RIKKO MARU	32	9,181	477	62 MMF	283
SAN CLEMENTE MARU	37	7,335	432	62 MMFK	284
SAN RAMON MARU	35	7,309	432	62 MMFK	284
HUZISAN MARU	31	9,527	493	62 MKMF	285
SYOYO MARU	28	7,499	431	63 MMF	286
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SAN LUIS MARU	28	7,269	430	63 MMF	287
SAN PEDRO MARU	27	7,269	430	63 MMF	287
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TATIBANA MARU	21	6,522	420	63 MMF	288
SEMIRAMIS	21	5,792	412	63 MMF	288
SUNOSAKI			400	63 MMF	289
IRIS	18	3,887	327	63 MMF	
TOEN MARU	17	5,232	350	63 MMFM	
EIYO MARU	29	8,674	461	63 MKMF	290
WINNETOU	13	5,113	386	63 MKMF	290
TAKAMISAN MARU	28	1,992	276	64 MM	291
HAKKO MARU	17	6,035	402	65 MMF	292
NISSIN MARU	36	16,764	537	65 MKMKF	293
NISSIN MARU #2	37	17,553	537	65 MKMKF	293
KYOKUYO MARU	38	17,549	535	65 MKMKF	293
TONAN MARU #2	37	19,425	535	65 MKMKF	294
TONAN MARU #3	38	19,625	535	65 MKMKF	294

ONI 208-J RESTRICTED

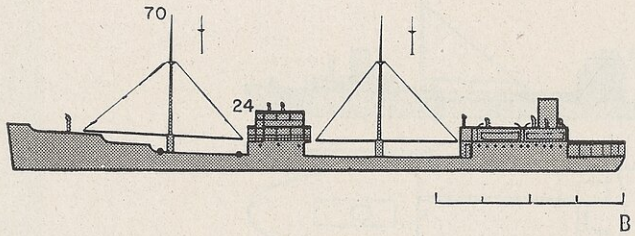
DIVISION OF NAVAL INTELLIGENCE—IDENTIFICATION AND CHARACTERISTICS SECTION

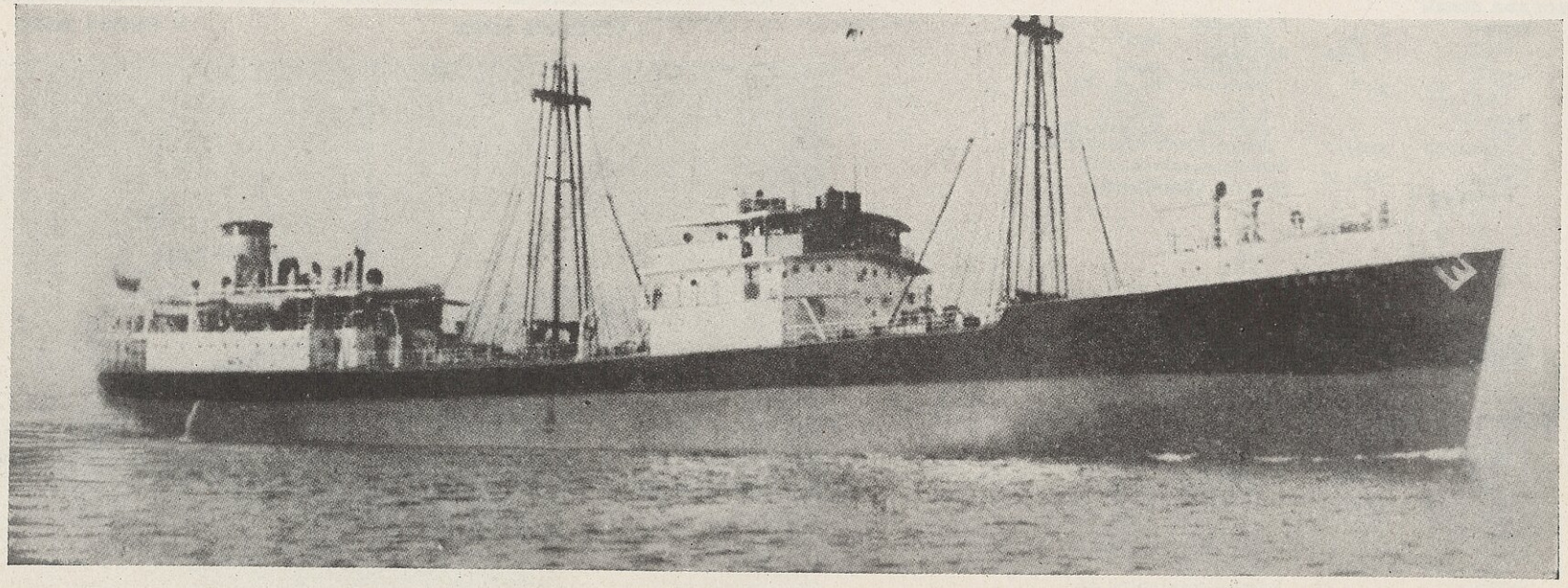
CERION

Tonnages:		Constructed:	
Gross: 2,588	D. W.:	1938	Great Britain
Length:		Propulsion:	
W. L. (B. P.): 310′	O. A.:	Machinery:	Diesel
		Screws: 1	N. H. P.: 223
Beam: 42′			
Drafts:		R. P. M.:	@ Knots:
Loaded: 21′	Light:	Fuel: Oil	Capacity:
Speed:		Radius:	
Normal cruising: 11	Max.: 12½		

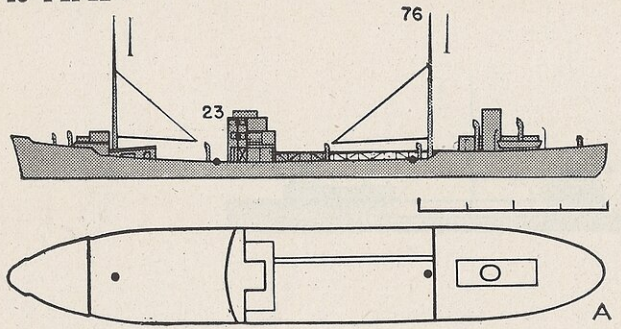
Potential naval value: AO.

Remarks: This tanker possibly captured and being operated by Japanese.





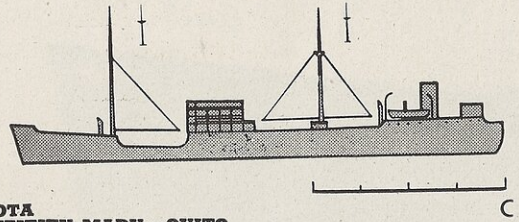
45 MMF



KIYOTADA MARU

Tonages:
Gross: 3,080 D. W.: 3,565
Length:
W. L. (B. P.): 305′ O. A.:
Beam: 50′
Drafts:
Loaded: 17′ Light: 7′
Speed:
Normal cruising: 11 Max: 13

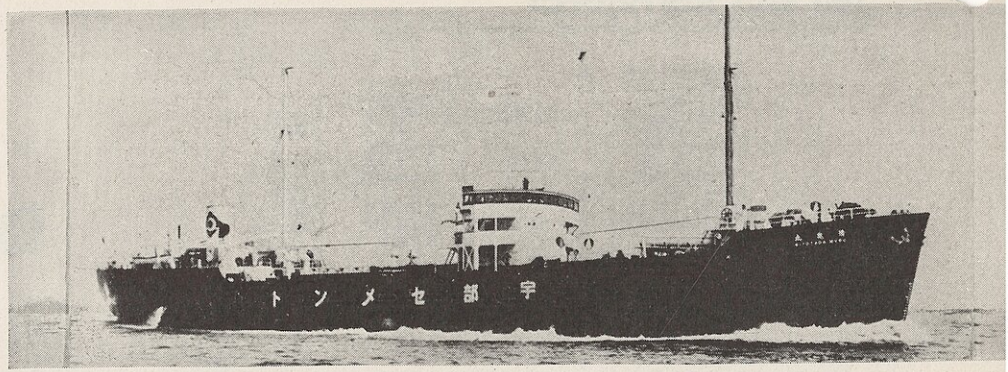
Constructed:
1936 Japan
Propulsion:
Machinery: Diesel
Screws: 1 N. H. P.: 272
R. P. M.: @ Knots:
Fuel: Oil Capacity: 200 tons
Radius: 10,500 miles at 11 knots.
Potential naval value: AK
Remarks: Cement carrier



BOGOTA
TEITITU MARU × QUITO

Tonnages:
Gross: 1,230 D. W.: 1,600
Length:
W. L. (B. P.): 249′ O. A.:
Beam: 35′
Drafts:
Loaded: 15′ Light:
Speed:
Normal cruising: 13 Max:

Constructed:
1937 Germany
Propulsion:
Machinery: Diesel
Screws: 2 N. H. P.: 322
R. P. M.: @ Knots:
Fuel: Oil Capacity:
Radius:
Potential naval value: AK
Remarks: German ships in Japanese waters.

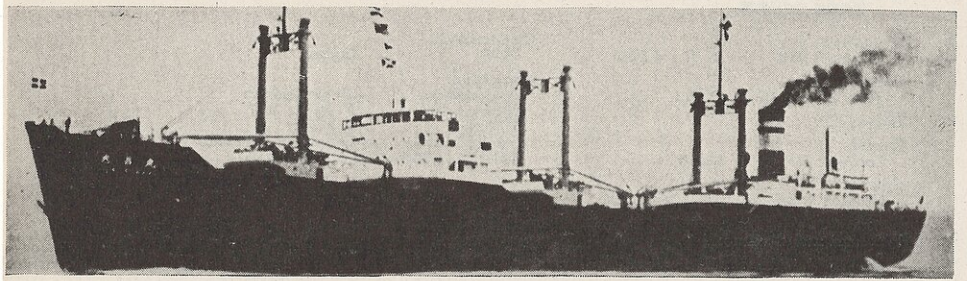


▲ KIYOTADA MARU

▼ TEITITU MARU

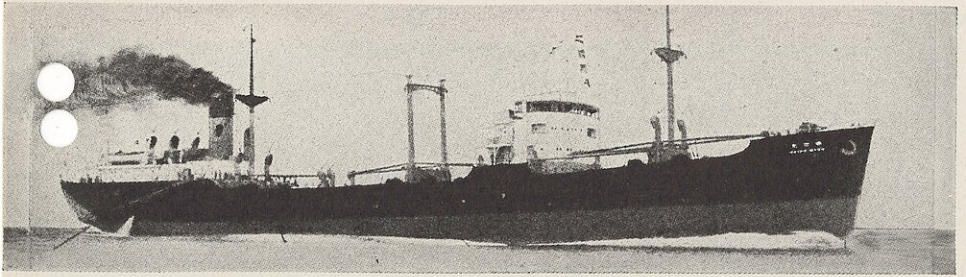
ONI 208-J RESTRICTED

DIVISION OF NAVAL INTELLIGENCE—IDENTIFICATION AND CHARACTERISTICS SECTION



▲ TAISYO MARU

▼ SEIKO MARU



HOKKO MARU

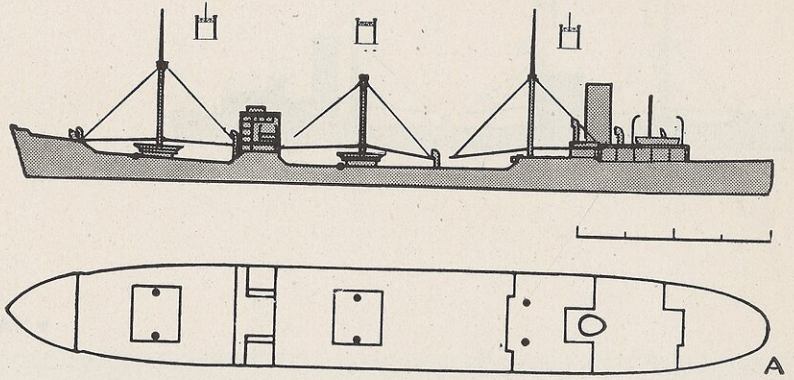
HINKO MARU, RYUKO MARU, SANKO MARU, SEIKO MARU, SYOKO MARU ▶

Tonnages:
Gross: 5,385 D. W.: 7,578
Length:
W. L. (B. P.): 399′ O. A.:
Beam: 53′
Drafts:
Loaded: 24′ Light: 11′
Speed:
Normal cruising: 12 Max: 14

Potential naval value: AK

Remarks: Suitable for heavy lift cargo.

Constructed:
1939–40 Japan
Propulsion:
Machinery: Steam trubine
Screws: 1 H. P.:
R. P. M.: @ Knots:
Fuel: Coal Capacity: 800 tons
Radius: 4,900 miles at 12 knots.



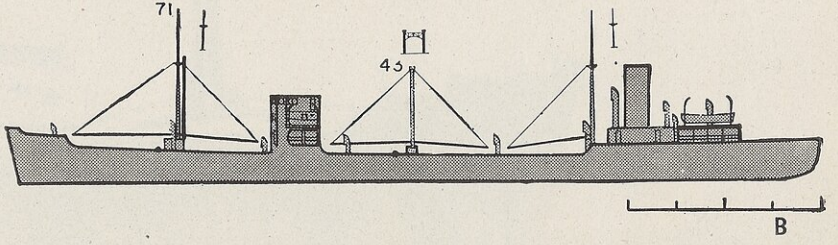
◀ **TAISYO MARU**

Tonnages:
Gross: 4,816 D. W.: 7,028
Length:
W. L. (B. P.): 384′ O. A.:
Beam: 53′
Drafts:
Loaded: 23½′ Light: 8′
Speed:
Normal cruising: 12 Max.: 14

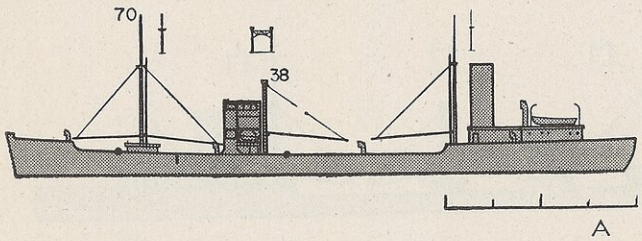
Potential naval value: AK

Remarks: Suitable for heavy lift cargo.

Constructed:
1938 Japan
Propulsion:
Machinery: Steam turbines
Screws: 1 N. H. P.: 450
R. P. M.: @ Knots:
Fuel: Coal Capacity: 800 tons
Radius: 7,000 miles at 12 knots.



45 MKMF



ISUZU MARU
TAGA MARU

Tonnages:
Gross: 2,868 D. W.: 4,200

Length:
W. L. (B. P.): 322' O. A.:

Beam: 45'

Drafts:
Loaded: 20' Light:

Speed:
Normal cruising: 12½ Max.: 15

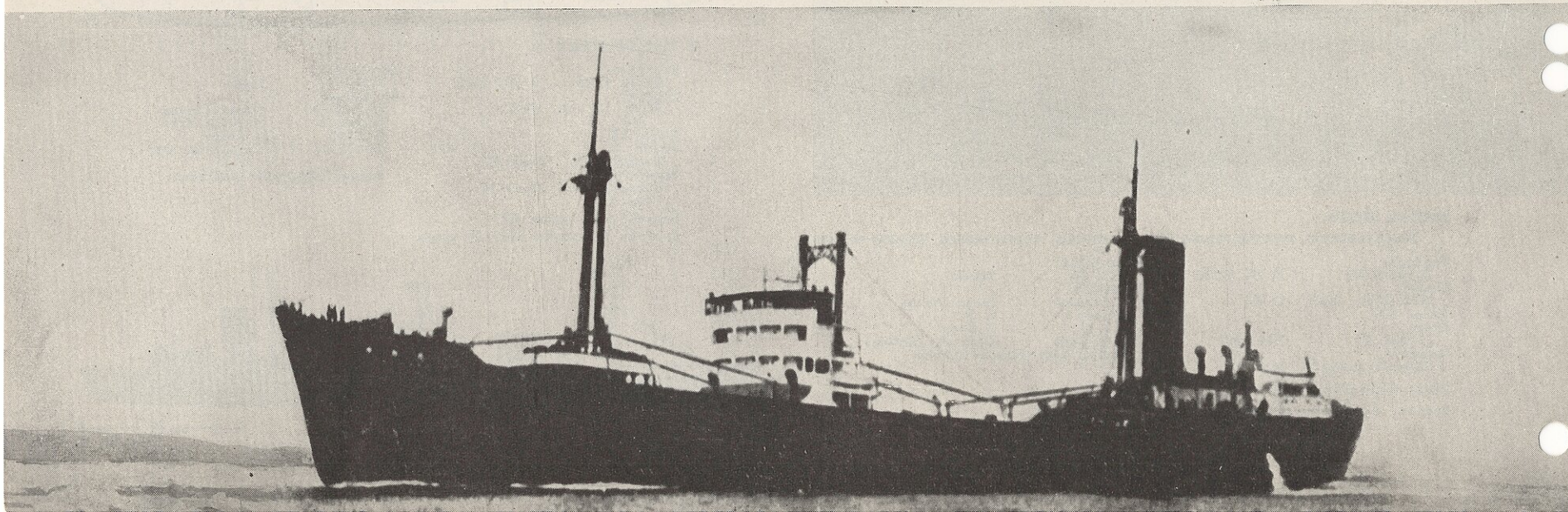
Constructed:
1939 Japan

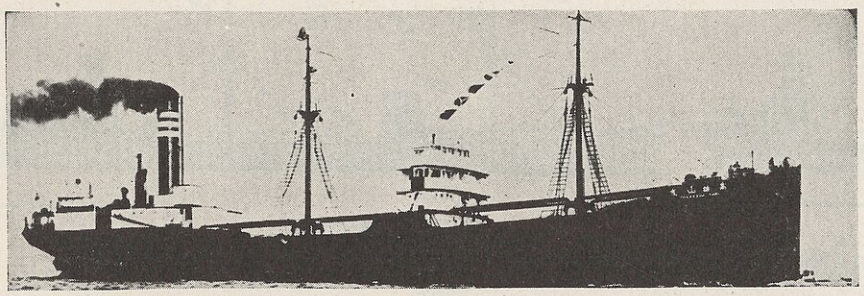
Propulsion:
Machinery: Steam turbine
Screws: 1 N. H. P.: 267
R. P. M.: @ Knots:
Fuel: Coal Capacity: 400 tons
Radius: 4,800 miles at 12½ knots

Potential naval value: AK.

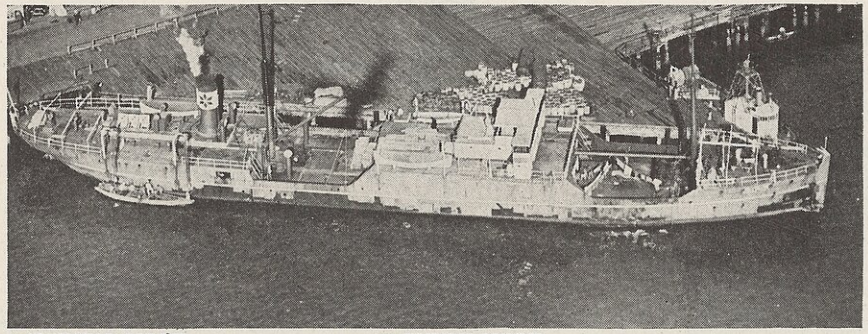
Remarks: Suitable for heavy lift cargo.

▼ TAGA MARU



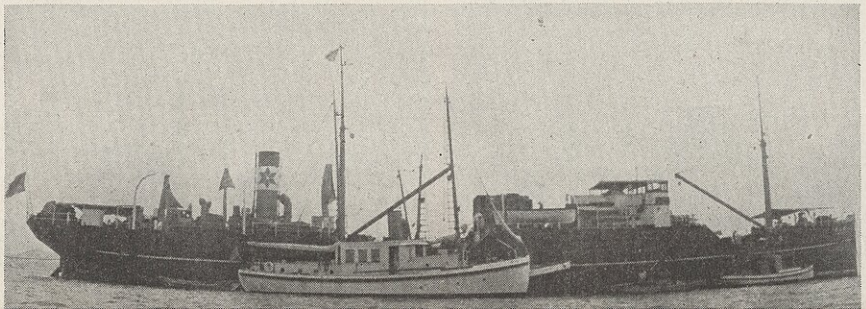


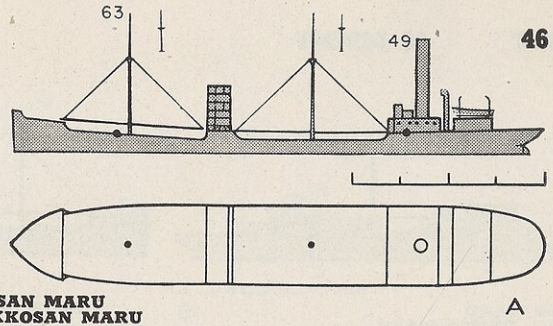
▲ TAKAOSAN MARU



▲ HARUNA MARU

▼ TITIBU MARU





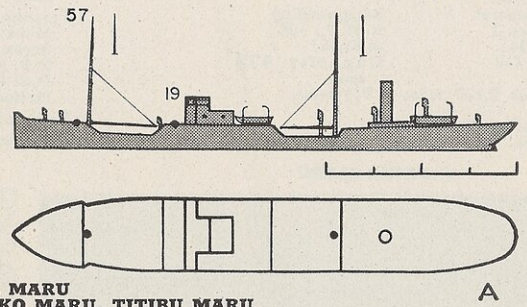
TAKAOSAN MARU
ROKKOSAN MARU

Tonnages:
Gross: 2,076 D. W. 3,035
Length:
W. L. (B. P.): 275′ O. A.:
Beam: 42′
Drafts:
Loaded: 18′ Light: 11′

Speed:
Normal cruising: 9½ Max.: 11
Constructed: 1911 Great Britain

Propulsion:
Machinery: Reciprocating
Screws: 1 N. H. P. 240
R. P. M.: 65 @ Knots: 9½
R. P. M.: 75 @ Knots: 11
Fuel: Coal Capacity: 180 tons
Radius: 2,000 miles at 9½ knots.

Potential naval value: AK.
Remarks: Suitable for heavy lift cargo.

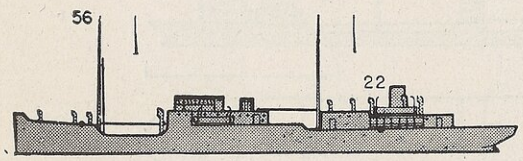


HARUNA MARU
MANKO MARU, TITIBU MARU
Similar: HOKO MARU

Tonnages:
Gross: 1,549 D. W.: 1,682
Length:
W. L. (B. P.): 250′ O. A.:
Beam: 37′
Drafts:
Loaded: 17′ Light: 9′
Speed:
Normal cruising: 10 Max.: 11
Potential naval value; AK.
Remarks: Refrigerating ship.

Constructed:
1923 Japan
Propulsion:
Machinery: Reciprocating
Screws: 1 N. H. P.: 126
R. P. M.: @ Knots:
Fuel: Coal and oil Capacity: 289 tons of coal; 350 tons of oil.
Radius: 11,100 miles at 10 knots.

46 MMF **46 MKMF**

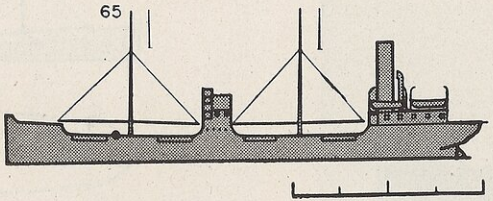


B

TAIKO MARU
Similar: TYOKO MARU

Tonnages:
Gross: 1,812 D. W.: 1,633
Length:
W. L. (B. P.): 251' O. A.:
Beam: 39'
Drafts:
Loaded: 16' Light: 8' 9"
Speed:
Normal cruising: 9½ Max.: 11
Constructed:
1924 Japan
Propulsion:
Machinery: Reciprocating
Screws: 1 N. H. P.: 126
R. P. M.: @ Knots:
Fuel: Oil Capacity: 473 tons
Radius: 9,120 miles at 9½ knots.

Potential naval value: AK.
Remarks:

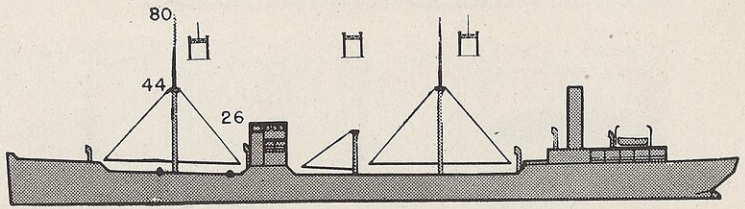


C

ISSIN MARU

Tonnages:
Gross: 1,447 D. W.: 2,204
Length:
W. L. (B. P.): 246' O. A.:
Beam: 37'
Drafts:
Loaded: 15' 7" Light: 7'
Speed:
Normal cruising: 7½ Max: 8½
Constructed:
1914 Japan
Propulsion:
Machinery: Reciprocating
Screws: 1 N. H. P.: 147
R. P. M.: @ Knots:
Fuel: Coal Capacity: 161 tons
Radius: 1,900 miles at 7½ knots.

Potential naval value: AK.
Remarks:



B

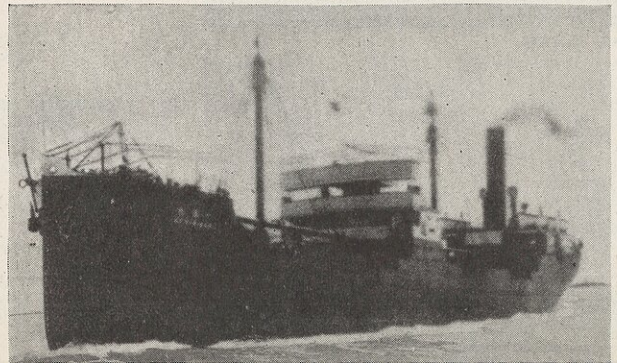
BUZYUN MARU
KANSEISI MARU

Tonnages:
Gross: 4,804 D. W.: 7,279
Length:
W. L. (B. P.): 371' O. A.:
Beam: 51'
Drafts:
Loaded: 23' 8" Light: 7' 4"
Speed:
Normal cruising: 10 Max.: 11
Constructed:
1929 Japan
Propulsion:
Machinery: Reciprocating
Screws: 1 N. H. P.: 346
R. P. M.: @ Knots:
Fuel: Coal Capacity: 665 tons
Radius: 5,280 miles at 10 knots.

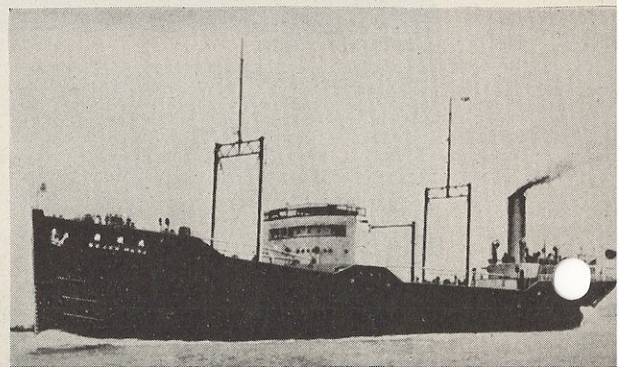
Potential naval value: AK.
Remarks: Suitable for heavy lift cargo.

▼ **TAIKO MARU**

▼ **ISSIN MARU**



▼ **BUZYUN MARU**

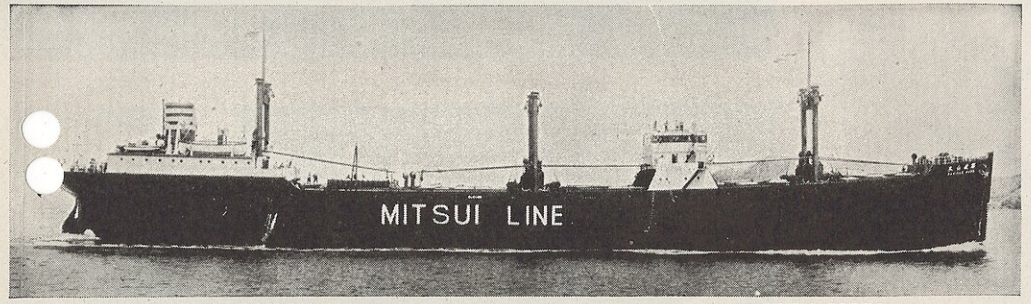


NAGISAN MARU
NASUSAN MARU
Similar: MEITEN MARU

Tonnages:
Gross: 4,395 D. W.:
Length:
W. L. (B. P.): 362′ O. A.:
Beam: 50′
Drafts:
Loaded: 23′ 6″ Light: 7′
Speed:
Normal cruising: 12 Max.: 14

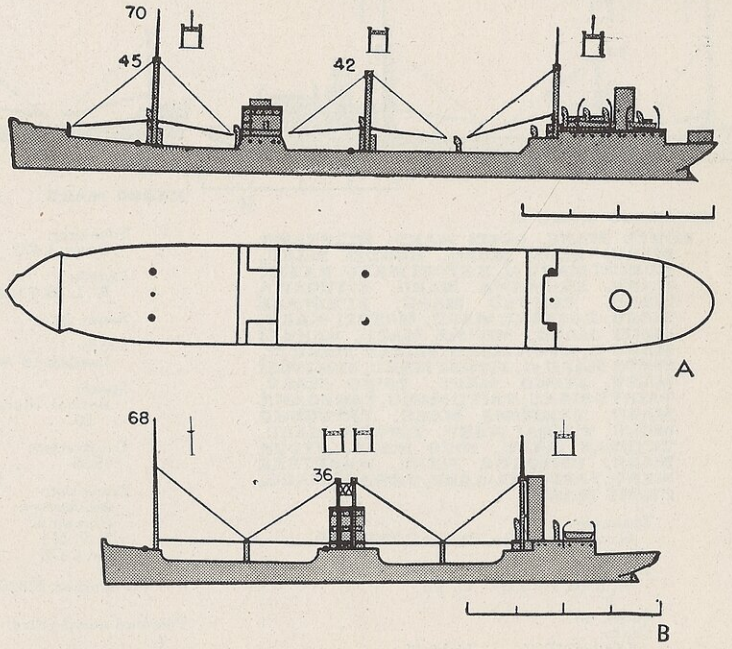
Constructed:
1931 Japan
Propulsion:
Machinery: Diesel
Screws: 1 N. H. P.: 362
B. H. P.: 1,850
R. P. M.: 144 @ Knots: 14
Fuel: Oil Capacity: 960 tons
Radius: 36,864 miles at 12 knots.

Potential naval value: AP, AK.
Remarks:



▲ NAGISAN MARU

▼ UNYO MARU #5



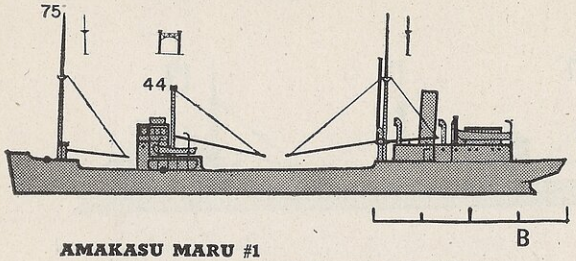
UNYO MARU #5

Tonnages:
Gross: 2,053 D. W.: 3,203
Length:
W. L. (B. P.): 276′ O. A.:
Beam: 41′
Drafts:
Loaded: 18′ 6″ Light: 6′
Speed:
Normal cruising: 11 Max: 12½

Potential naval value: AK.
Remarks:

Constructed:
1929 Japan
Propulsion:
Machinery: Reciprocating
Screws: 1 N. H. P.: 150
R. P. M.: @ Knots:
Fuel: Coal Capacity: 260 tons
Radius: 4,000 miles at 11 knots.

46 MKMF 46 KMMFF



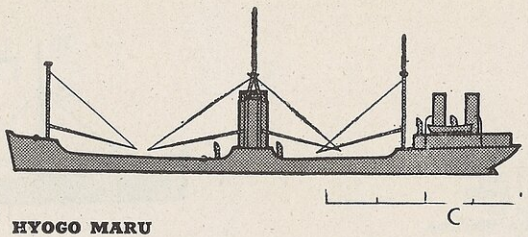
AMAKASU MARU #1

GORYU MARU, GOSEI MARU, HIROTAMA MARU, HOUN MARU, HUKUEI MARU, HUKUEI MARU #2, KATORI MARU, KAZAN MARU, KISOGAWA MARU, KITUGAWA MARU, KOHUKU MARU, KURETAKE MARU, KOGYOKU MARU, MATUEI MARU, MEIZI MARU, MISIMA MARU, NANKAI MARU #2, RYUA MARU, SEIZAN MARU #2, SINTO MARU #1, SITISEI MARU, SUMIYOSI MARU, SYOKO MARU, TAIKO MARU, TAIRYU MARU, TAIYU MARU, TAKEGAWA MARU, TAMISIMA MARU, TATUHUKU MARU, TEKKAI MARU, TETUWA MARU, TETUZAN MARU, TORO MARU, TYOUN MARU, UMEGAWA MARU, WAKETAKE MARU, YASUSIMA MARU, YAWATA MARU, ZINMU MARU

Tonnages:
Gross: 1,852–1,961 D. W.: 2,730–2,860
Length:
W. L. (B. P.): 271–3′ O. A.:
Beam: 40′
Drafts:
Loaded: 17½′ Light: 7′
Speed:
Normal cruising: 10 Max.: 13
Constructed:
1936–40 Japan
Propulsion:
Machinery: Reciprocating
Screws: 1 H. P.:
R. P. M.: @ Knots:
Fuel: Coal Capacity: 325 tons
Radius: 4,000 miles at 10 knots.

Potential naval value: AK.

Remarks: Design of coastal freighters which have been turned out in quantity prior to the outbreak of the war and possibly many since.

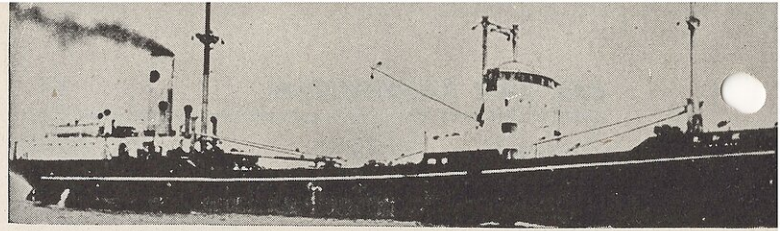


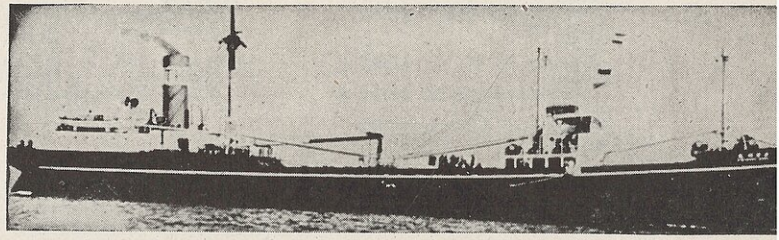
HYOGO MARU

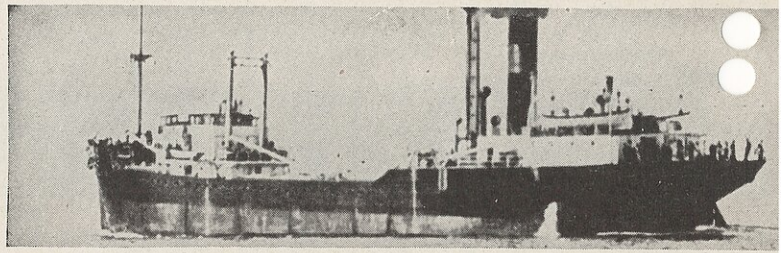
Tonnages:
Gross: 1,472 D. W.:
Length:
W. L. (B. P.): 252′ O. A.:
Beam: 38′
Drafts:
Loaded: 16′ 6″ Light: 6′
Speed:
Normal cruising: 10 Max.: 13
Constructed:
1935 Japan
Propulsion:
Machinery: Diesel
Screws: 1 N. H. P.: 438
R. P. M.: @ Knots:
Fuel: Oil Capacity: 105 tons bunkers
Radius: 6,800 miles at 11 knots

Potential naval value: AO.

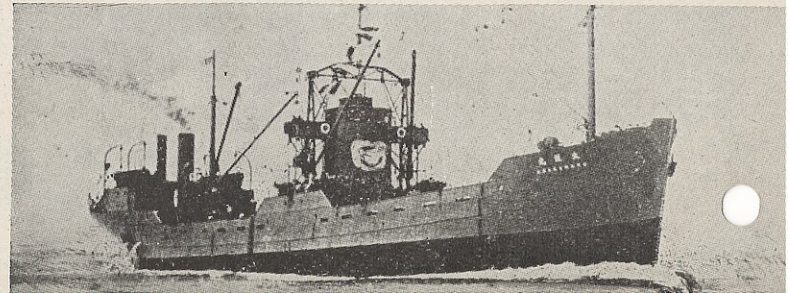
Remarks: Bridge structure amidships resembles a steel turret and wings are supported by derrick posts.



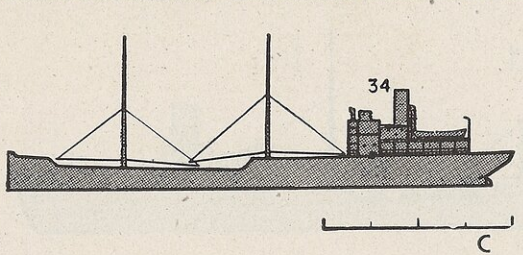


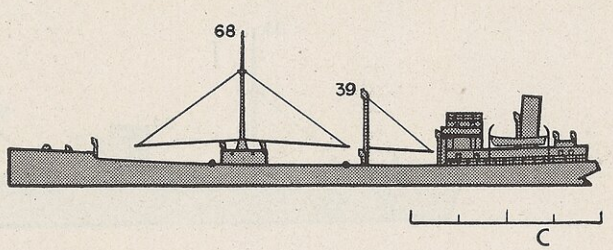


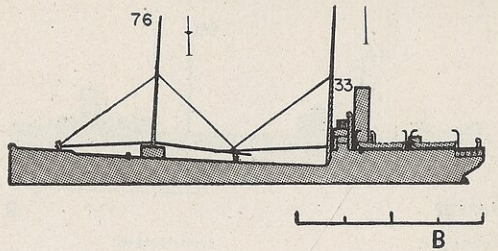
▼ PHOTO OSAKA MARU, SISTER, A MARINE LOSS IN 1936



47 MKF **47 MMF**







FOLOZU

Tonnages:
Gross: 2,486 **D. W.:**

Length:
W. L. (B. P.): 253′ **O. A.:**

Beam: 44′

Drafts:
Loaded: 24′ **Light:**

Speed:
Normal cruising: 9 Max.: 11

Constructed:
1917 United States

Propulsion:
Machinery: Reciprocating
Screws: 1 N. H. P.: 284
R. P. M.: @ Knots:
Fuel: Coal Capacity:
Radius:

Potential naval value: AK.

Remarks: Former Panamanian vessel possibly captured or salvaged by Japanese.

ANASTASIA
AUGUSTINA

Tonnages:
Gross: 3,110 D. W.: 3,900

Length:
W. L. (B. P.): 305′ O. A.:

Beam: 50′

Drafts:
Loaded: 17′7″ Light:

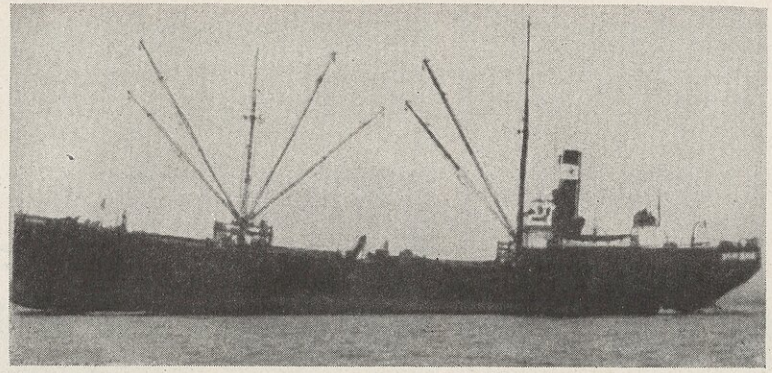
Speed:
Normal cruising: 9 Max.:

Constructed:
1927 Great Britain and Holland

Propulsion:
Machinery: Diesel
Screws: 2 N. H. P.: 379
R. P. M.: @ Knots:
Fuel: Oil Capacity: 212 tons
Radius:

Potential naval value: AO.

Remarks: Captured from Dutch. Carrying Petrol in bulk. Trunk decked. Names possibly changed.



ELDORADO

Tonnages
Gross: 2,180 **D. W.:**

Length :
W. L. (B. P.): 246′ **O. A.:**

Beam: 42′

Drafts:
Loaded: 24′ **Light:**

Speed:
Normal cruising: **Max.:**

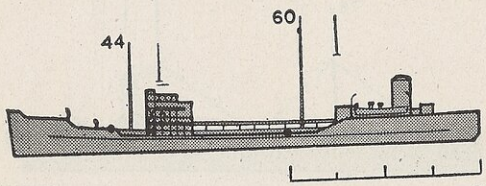
Constructed:
1918 America

Propulsion:
Machinery: Reciprocating
Screws: N. H. P.: 108
R. P. M. @ Knots:
Fuel: Oil Capacity:
Radius:

Remarks: Captured from United States.

◀ **SILVERADO (sister to Eldorado)**

54 MMF 54 MKMF



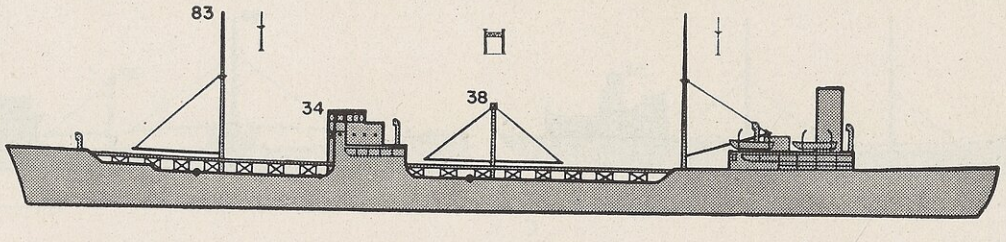
SAMUI

Tonnages:
Gross: 1,458 D. W.:
Length:
W. L. (B. P.): 240 O. A.: 249
Beam: 39
Drafts:
Loaded: 14 Light:
Speed:
Normal cruising: 11 Max.: 13

Constructed:
1936 Thailand
Propulsion:
Machinery: Diesel
Screws: 2 B. H. P.: 2,141
R. P. M.: @ Knots:
Fuel: Oil Capacity:
Radius:

Potential naval value: AO.

Remarks: Requisitioned from the Siamese (Thailand) Government.



KUROSIO MARU

Tonnages:
Gross: 10,519 D. W.: 14,960
Length:
W. L. (B. P.): 505′ O. A.:

Beam: 66′
Drafts:
Loaded: 29½′ Light: 11′
Speed:
Normal cruising: 18 Max.: 21

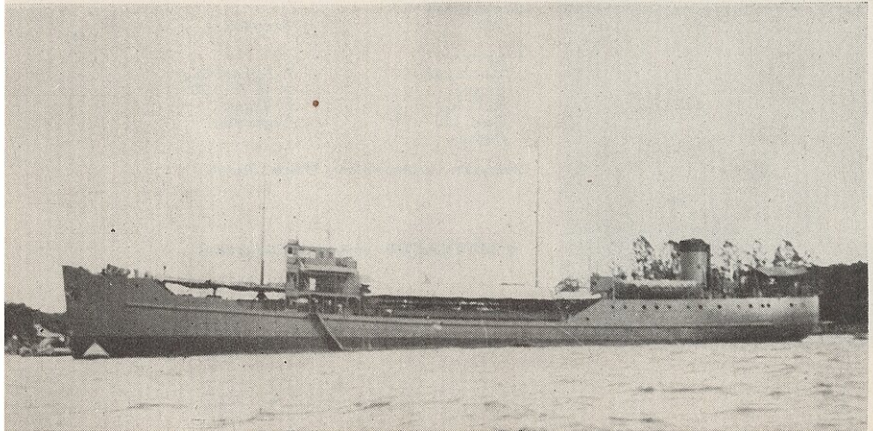
Constructed:
1938 Japan
Propulsion:
Machinery: Steam turbine
Screws: 1 H. P.:
R. P. M.: 120 @ Knots: 18

R. P. M.: 106 @ Knots: 14
R. P. M.: 112 @ Knots: 15.5
Fuel: Oil Capacity: 2,280 tons (bunkers)
Radius: 17,000 miles at 18 knots

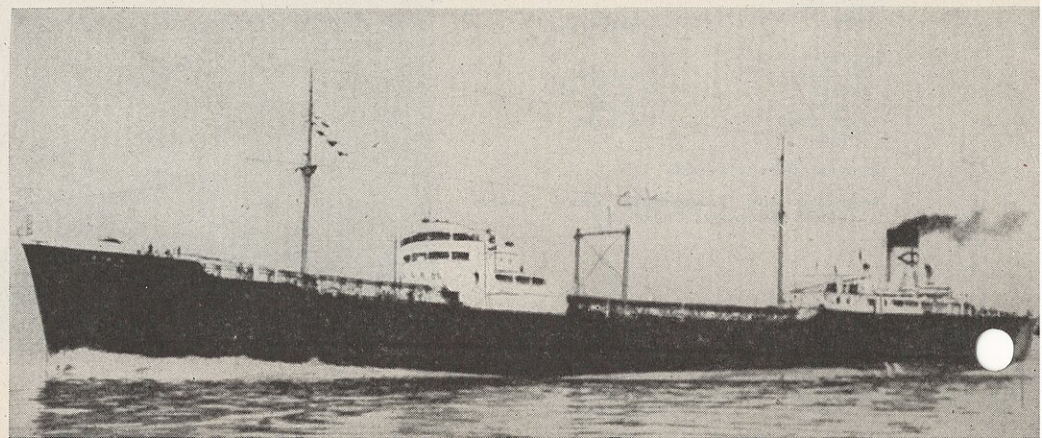
Potential naval value: AO, AV, ACV.

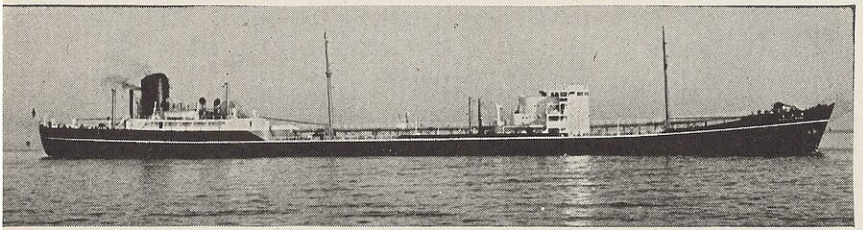
Remarks: Oil carrying capacity: 100,000 barrels (42 gallons). Guns: mounts on forecastle and poop and probably armed with 5″ guns. Fitted for refueling at sea.

SAMUI ▼

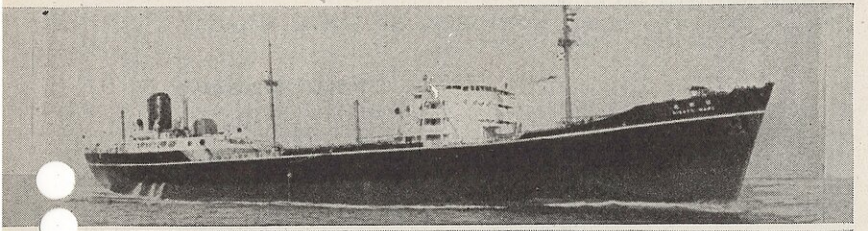


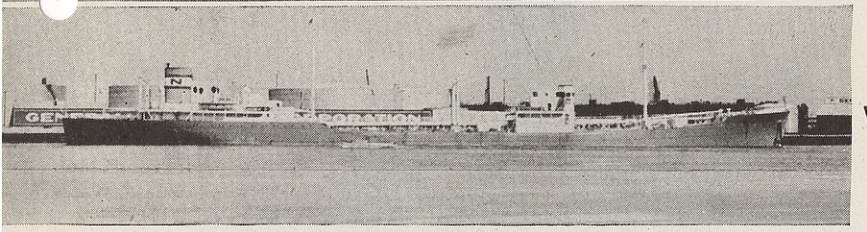
▼ KUROSIO MARU



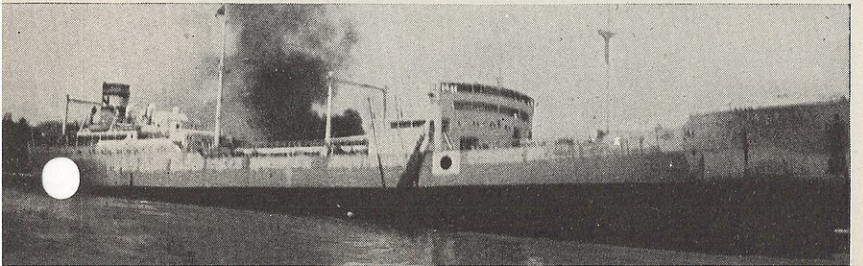


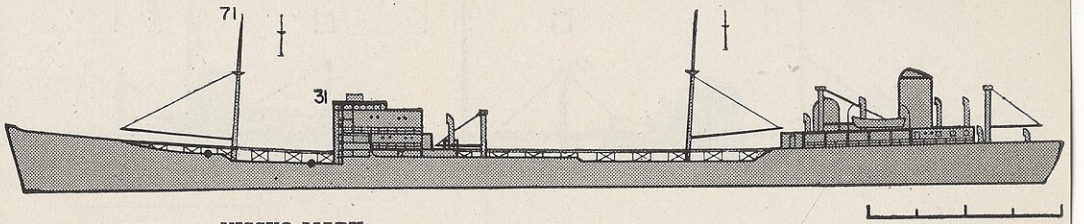
▲ NISSYO MARU ▼





▲ AKEBONO MARU ▼



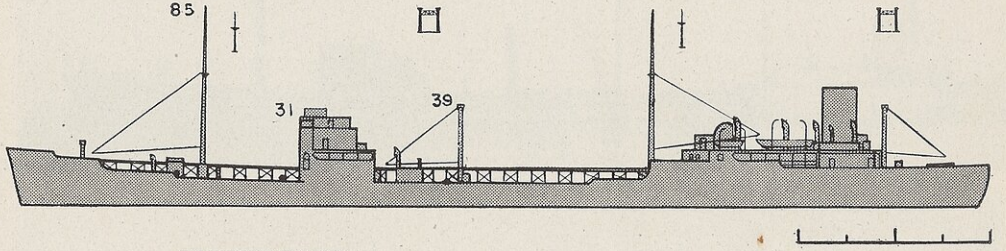


NISSYO MARU

B

Tonnages:		Constructed:	
Gross: 10,526	D. W.: 13,833	1938	Japan
Length:		Propulsion:	
W. L. (B. P.): 529′	O. A.: 554′	Machinery:	Diesel
Beam: 65′ 6″		Screws: 1	N. H. P.: 2,250
Drafts:		R. P. M.: 120	@ Knots: 17
Loaded: 30′	Light: 11′	Fuel: Oil	Capacity: 1,700 tons
Speed:			
Normal cruising: 17	Max: 20.	Radius: 22,000 miles at 17 knots	

Potential naval value: AO, AV, ACV.
Remarks: Oil-carrying capacity: 100,000 barrels (42 gallons).



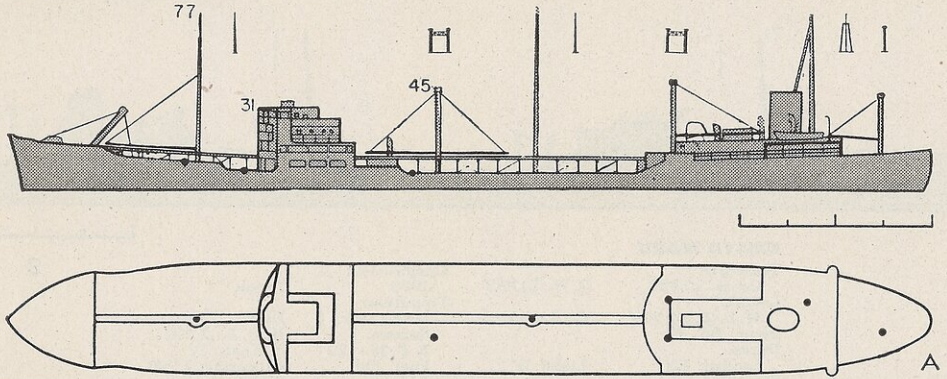
AKATUKI MARU
AKEBONO MARU

B

Tonnages:		Constructed:	
Gross: 10,182–215	D. W.: 14,000–11	1938–39	Japan
Length:		Propulsion:	
W. L. (B. P.): 505′	O. A.:	Machinery:	Diesel
Beam: 65′		Screws: 1	H. P.:
Drafts:		R. P. M.:	@ Knots:
Loaded: 29′ 6″	Light: 11′	Fuel: Oil	Capacity: 1,800 tons
Speed:			
Normal cruising: 17	Max.: 20	Radius: 20,000 miles at 17 knots	

Potential naval value: AO, AV, ACV.
Remarks: Oil-carrying capacity: 110,000 barrels (42 gallons).

54 MKMFK

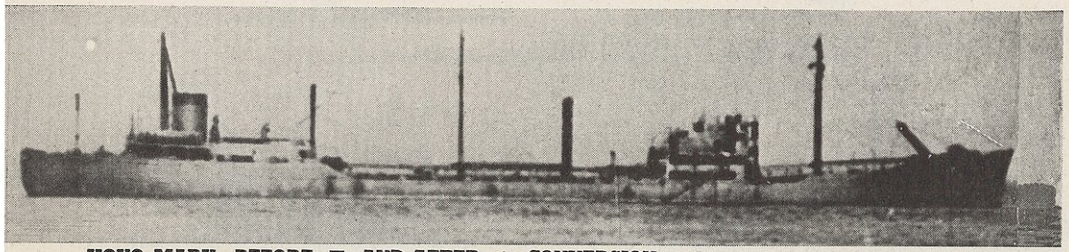


HOYO MARU
KAIZYO MARU

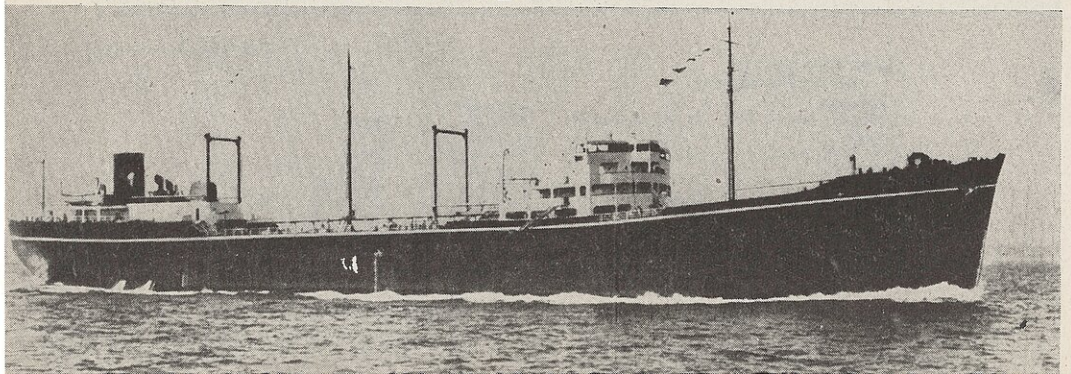
Tonnages:
Gross: 6, 836–91 D. W.: 13,305
Length:
W. L. (B. P.): 475′ O. A.: 494′
Beam: 61′
Drafts:
Loaded: 30′ Light: 10′
Speed:
Normal cruising: 16 Max.: 19½
Potential naval value: AO, AV, ACL

Constructed:
1936–37 Japan
Propulsion:
Machinery: Diesel
Screws: 1 N. H. P.: 1,163
R. P. M.: @ Knots:
Fuel: Oil Capacity: 1,270 tons
Radius: 19,000 miles at 16 knots.

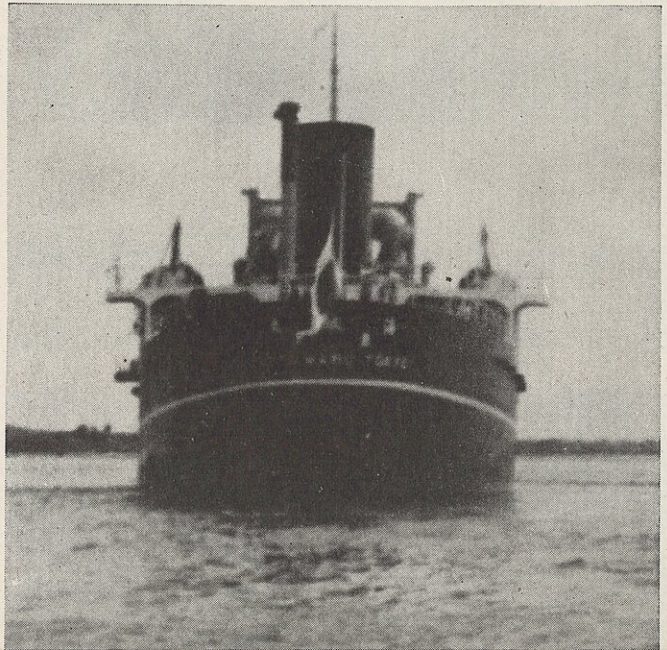
Remarks: Oil-carrying capacity, 95,000 barrels (42 gallons). Guns: 5″ probably mounted on forecastle and poop.



HOYO MARU—BEFORE ▼ AND AFTER ▲ CONVERSION



▼ KAIZYO MARU



ONI 208-J RESTRICTED

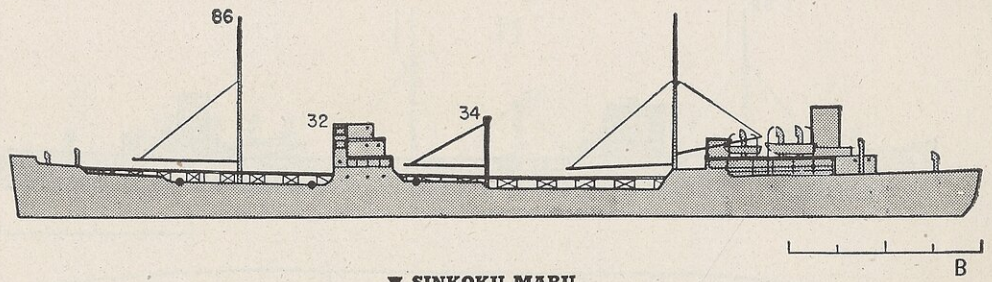
DIVISION OF NAVAL INTELLIGENCE—IDENTIFICATION AND CHARACTERISTICS SECTION

SINKOKU MARU

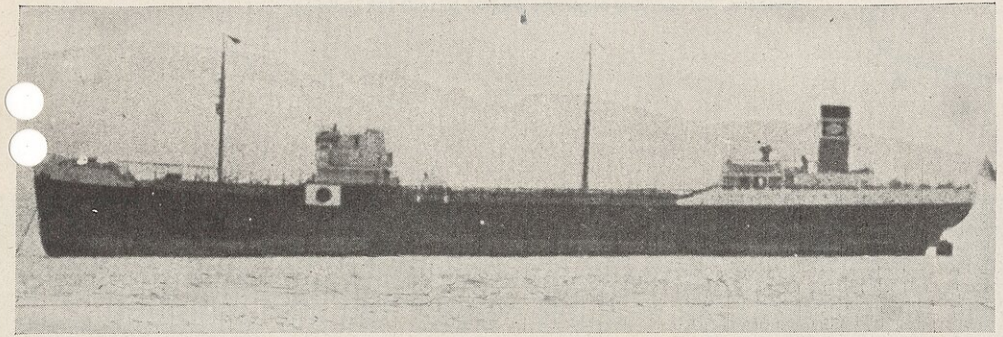
Tonnages:
Gross: 10,020 D. W.: 13,373
Length:
W. L. (B. P.): 503′ O. A.:
Beam: 65′
Drafts:
Loaded: 29′ 6″ Light: 11′
Speed:
Normal cruising: 15 Max.: 18 (20)

Constructed:
1939 Japan
Propulsion:
Machinery: Diesel
Screws: 1 H. P.:
R. P. M.: @ Knots:
Fuel: Oil Capacity: 1,630 tons
Radius: 18,500 miles at 15 knots.

Potential naval value: AO, AV, ACV.
Remarks: Oil-carrying capacity: 93,000 barrels (42 gallons).



▼ KIYO MARU



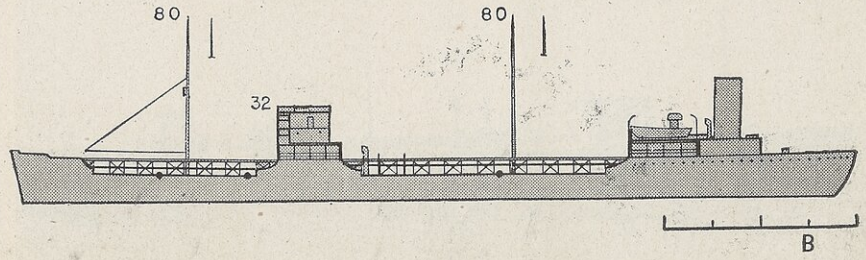
▼ SINKOKU MARU

KIYO MARU (ex VIGRID)

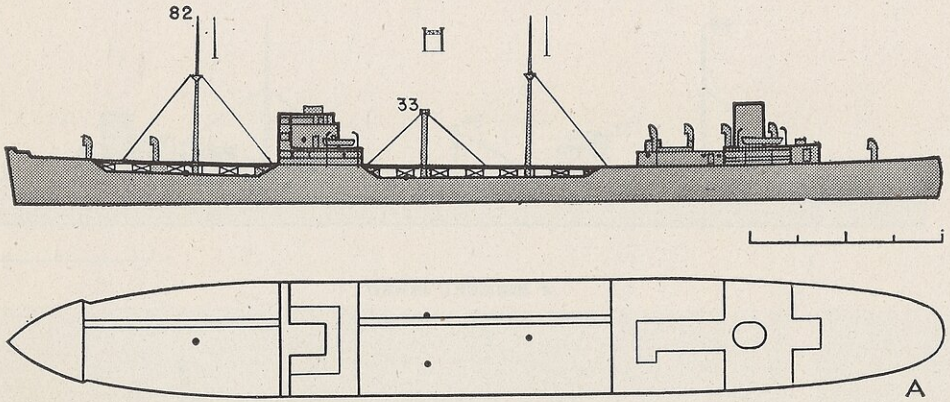
Tonnages:
Gross: 7,250 D. W.: 11,025
Length:
W. L. (B. P.): 417′ O. A.:
Beam: 57′
Drafts:
Loaded: 27′ 6″ Light: 8′
Speed:
Normal cruising: 10½ Max.: 12

Constructed:
1930 Germany
Propulsion:
Machinery: Diesel
Screws: 1 I. H. P.: 3,100
R. P. M.: 100 @ Knots: 10½
R. P. M.: 115 @ Knots: 11.5
Fuel: Oil Capacity: 1,050 tons (bunkers)
Radius: 25,000 miles at 10½ knots.

Potential naval value: AO.
Remarks: Oil-carrying capacity, 70,000 barrels (42 gallons).



55 MKMF



TEIYO MARU

Tonnages:
Gross: 9,850 D. W.: 13,740

Length:
W. L. (B. P.): 492′ O. A.: 511′

Beam: 64′

Drafts:
Loaded: 31′ Light: 11′6″

Speed:
Normal cruising: 15 Max.: 18

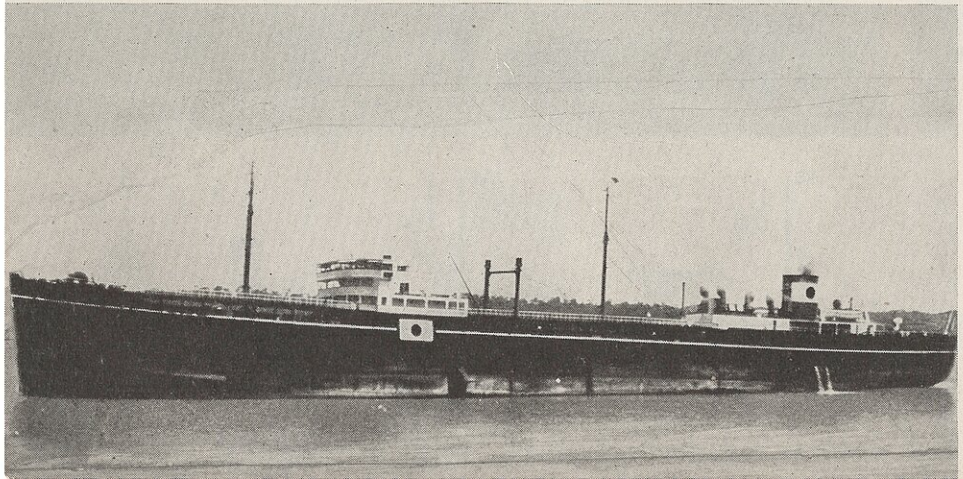
Constructed:
1931 Japan

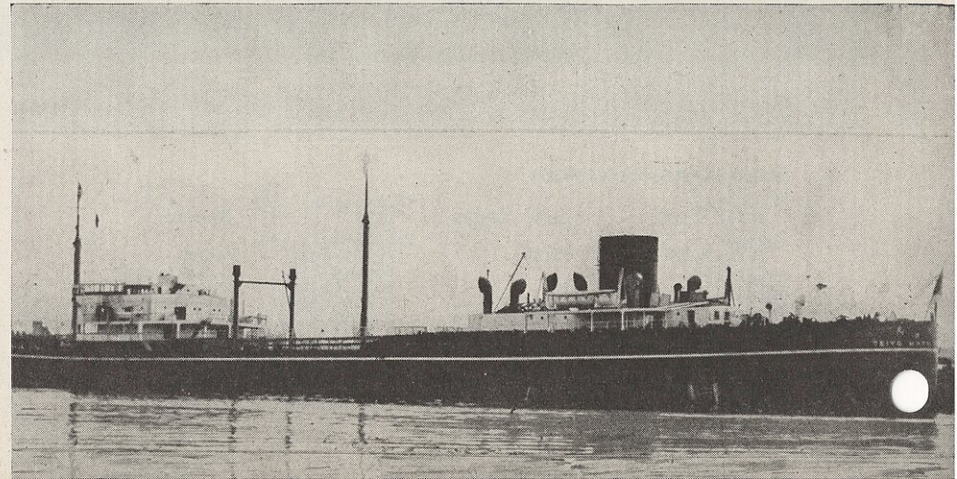
Propulsion:
Machinery: Diesel
Screws: 2 N. H. P.: 2,340
R. P. M.: 130 @ Knots: 15
Fuel: Oil Capacity: 2,200 tons

Radius: 25,000 miles at 15 knots.

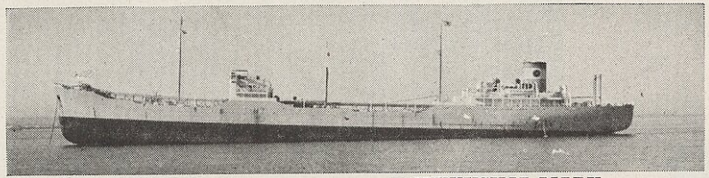
Potential naval value: AO, AV, ACV.

Remarks: Oil-carrying capacity: 92,000 barrels (42 gallons).

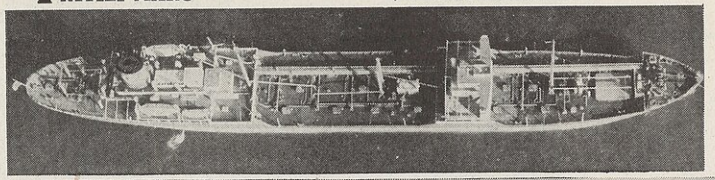


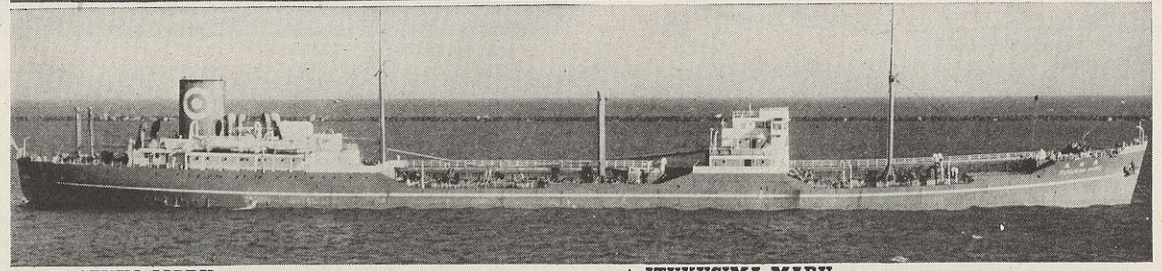


55 MKMFK

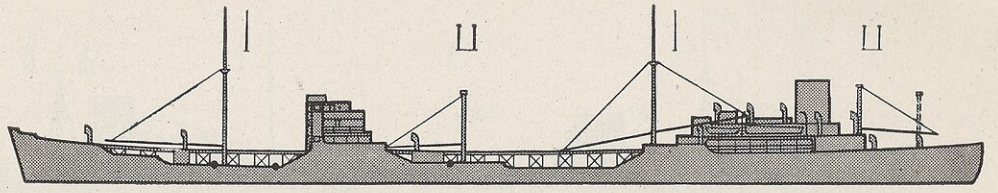


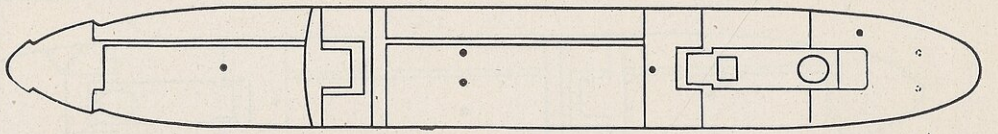
▲ NITIEI MARU ▼ ITUKUSIMA MARU





▼ GENYO MARU ▲ ITUKUSIMA MARU





A

GENYO MARU

ITUKUSIMA MARU, KENYO MARU, KOKUYO MARU, NITIEI MARU, TOEI MARU

Tonnages:
Gross: 10,020 D. W.: 13,358–579

Length:
W. L. (B. P.): 503′ O. A.:

Beam: 65′

Drafts:
Loaded: 30′ Light: 11′

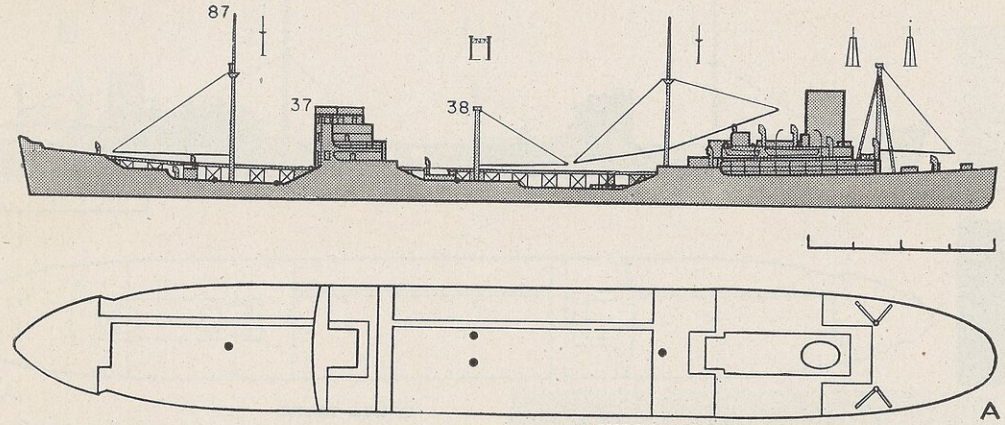
Speed:
Normal cruising: 17 Max.: 20

Constructed:
1937–38 Japan

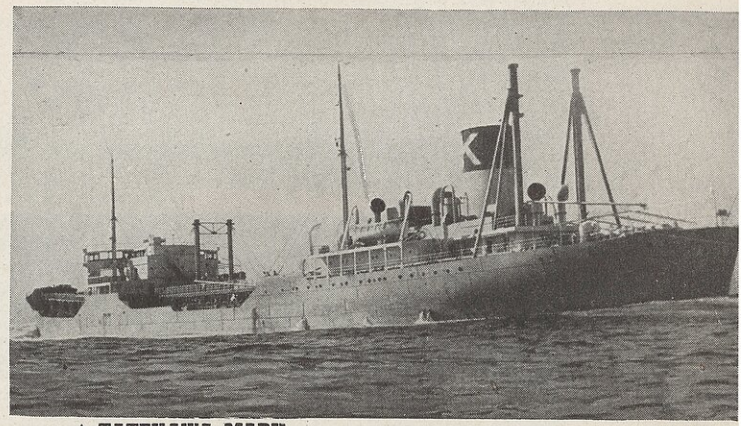
Propulsion:
Machinery: Diesel
Screws: 1 N. H. P.: 2,250
B. H. P.: 11,000
R. P. M.: 120 @ Knots: 17
R. P. M.: 143 @ Knots: 20
Fuel: Oil Capacity: 1,800 tons
Radius: 16,000 miles at 17 knots.

Potential naval value: AO, AV, ACV.
Remarks: Oil-carrying capacity: 93,000 barrels (42 gallons). Guns: Strengthened for and probably armed with 5″ guns on forecastle and poop.

55 MKMFK



▼ NIPPON MARU



▲ TATEKAWA MARU

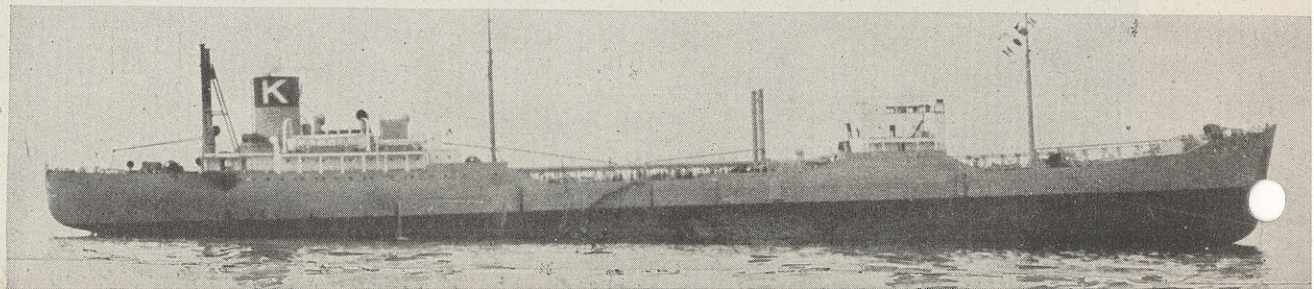
NIPPON MARU
TATEKAWA MARU

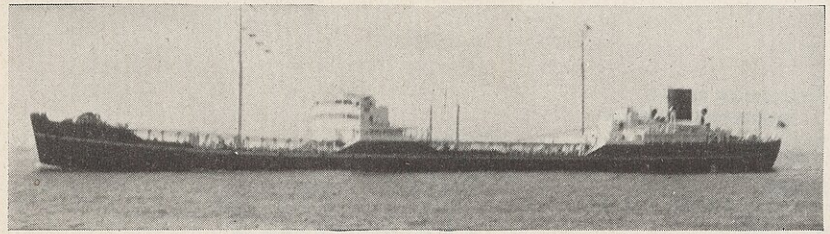
Tonnage:
Gross: 9,974–10,091 D. W.: 13,475–13,553
Length:
W. L. (B. P.): 500′ O. A.: 524′
Beam: 65′
Drafts:
Loaded: 29′ 6″ Light: 11′
Speed:
Normal cruising: 17½ Max.: 20
Constructed:
1935–36 Japan
Propulsion:
Machinery: Diesel
Screws: 1 N. H. P.: 2,115
R. P. M.: 118 @ Knots: 17½
R. P. M.: 125 @ Knots: 20.5
Fuel: Oil Capacity: 1,700 tons (bunkers)
Radius: 21,000 miles at 17½ knots

Potential naval value: AO, AV, ACV, AS.

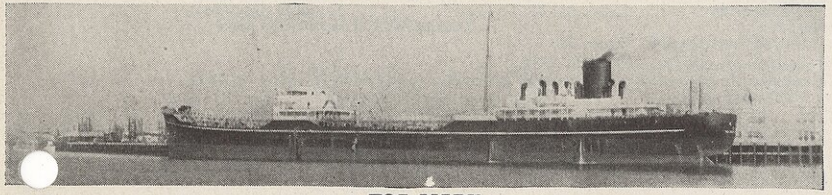
Remarks: Oil-carrying capacity: TATEKAWA MARU, 93,000 barrels; NIPPON MARU, 103,000 barrels. Guns: Probably 5″ guns on forecastle and poop.

▼ TATEKAWA MARU

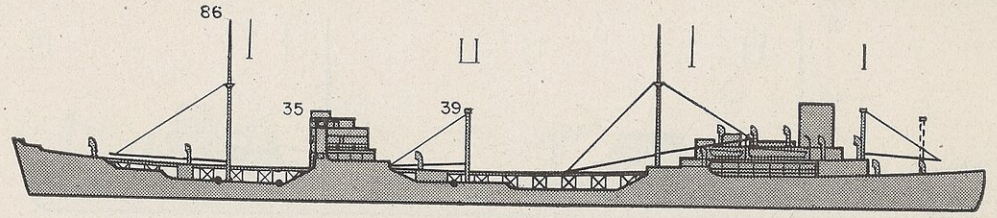


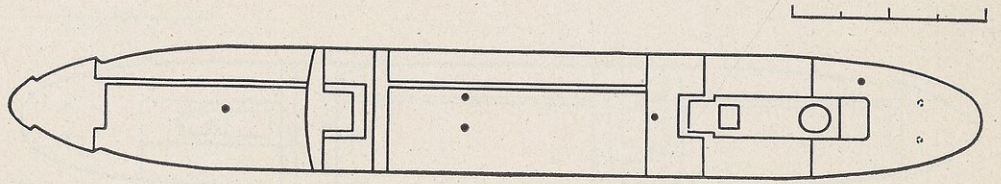


▲ KYOKUTO MARU



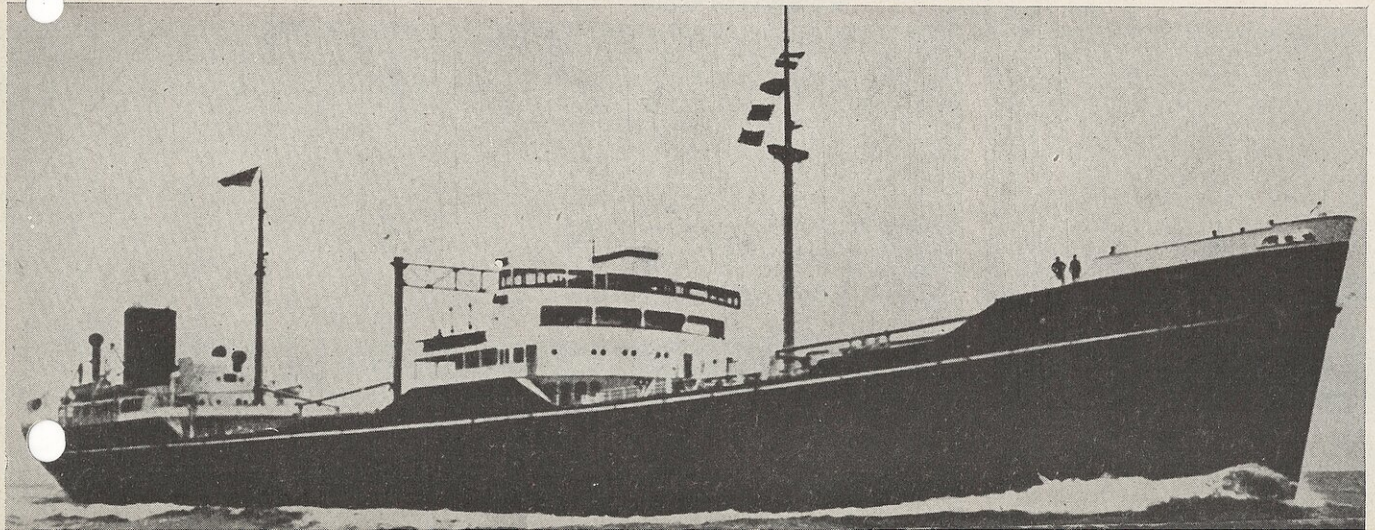
▲ TOA MARU





A

▼ TOHO MARU



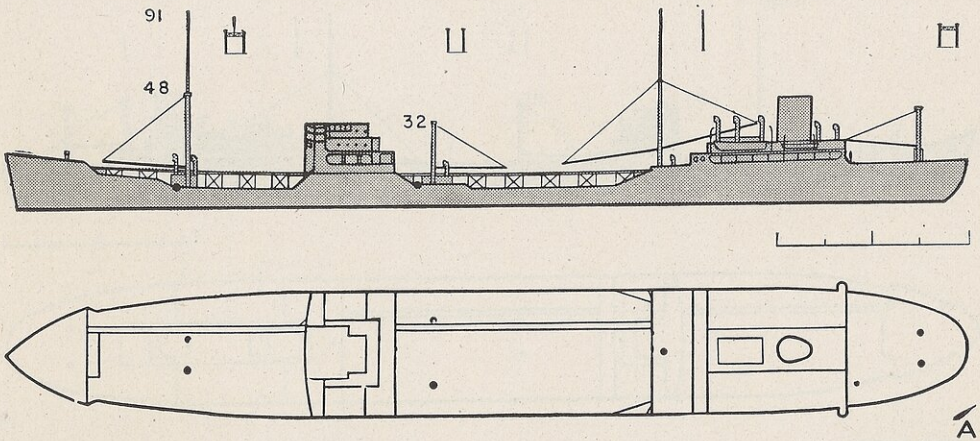
KYOKUTO MARU
TOA MARU, TOHO MARU

Tonnages:
Gross: 9,997–10,052 D. W.: 13,431–13,531
Length:
W. L. (B. P.): 500′ O. A.:
Beam: 65′
Drafts:
Loaded: 29′ 6″ Light: 11′
Speed:
Normal cruising: 16 Max.: 19
Constructed:
1934–36 Japan
Propulsion:
Machinery: Diesel
Screws: 1 B. H. P.: 8,000
R. P. M.: 110 @ Knots: 16
R. P. M.: 115 @ Knots: 17
Fuel: Oil Capacity: 1,100 tons
Radius: 15,000 miles at 16 knots

Potential naval value: AO, AV, ACV.

Remarks: Oil-carrying capacity: 93,000 barrels. Guns: Strengthened for and probably armed with 5″ guns on forecastle and poop.

55 MKMFK

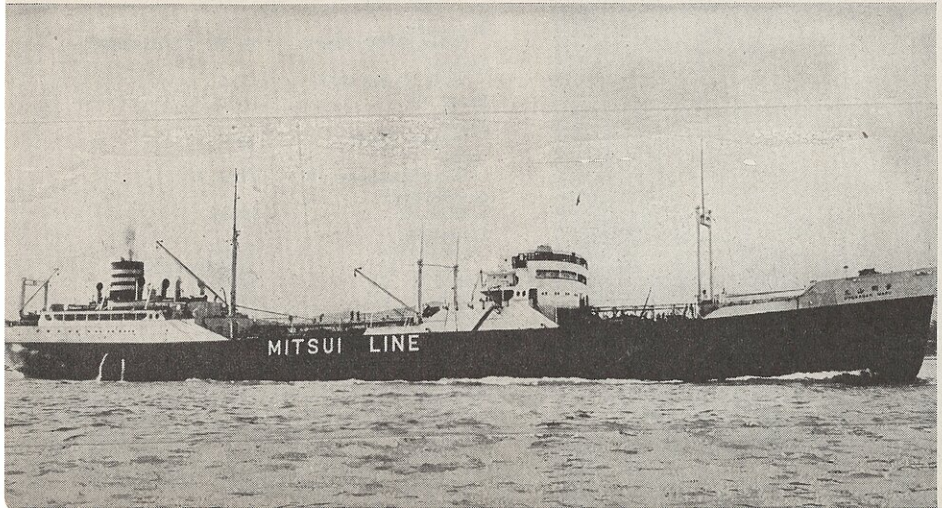


OMUROSAN MARU
OTOWASAN MARU

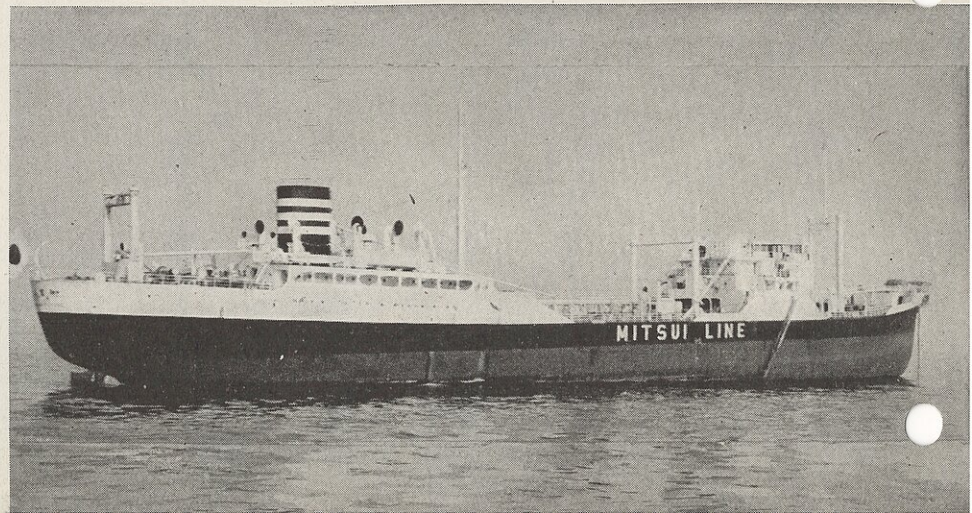
Tonnages:
Gross: 9,205 D. W.: 11,725–737
Length:
W. L. (B. P.): 491′ O. A.:
Beam: 65′
Drafts:
Loaded: 28′ Light: 12′ 6″
Speed:
Normal cruising: 16 Max.: 20
Potential naval value: AO, AV, ACV.
Remarks: Strengthened for guns and probably armed with 5″ guns on forecastle and poop.

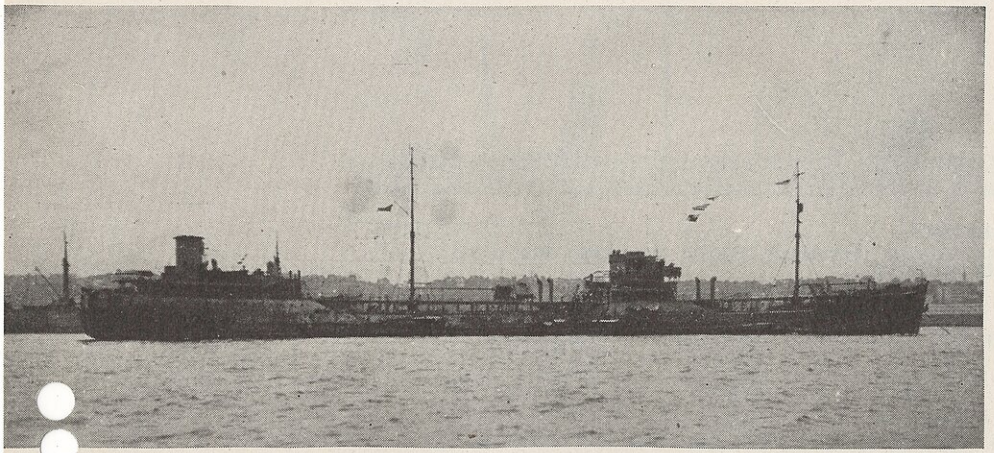
Constructed:
1936–37 Japan
Propulsion:
Machinery: Diesel
Screws: 1 B. H. P.: 7,600
R. P. M.: 96 @ Knots: 16
R. P. M.: 110 @ Knots: 18
Fuel: Oil Capacity: 1,400 tons (bunkers)
Radius: 17,000 miles at 16 knots

▼ OMUROSAN MARU

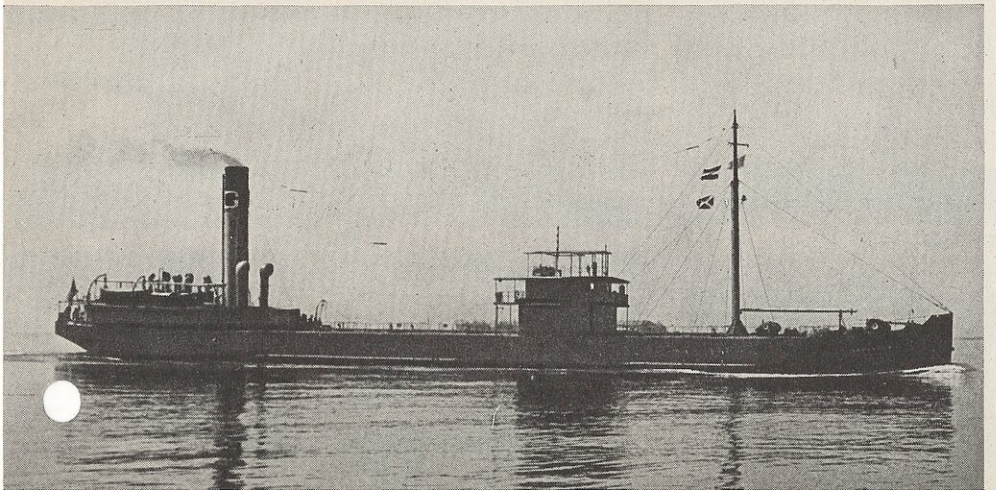


▼ OTOWASAN MARU

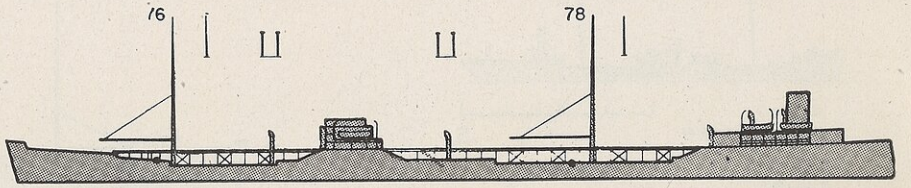




▲ PHOTO RAPANA (BR.) SISTER SHIP



▼ PHOTO URDANETA (VENZ.) SISTER SHIP



GENOTA

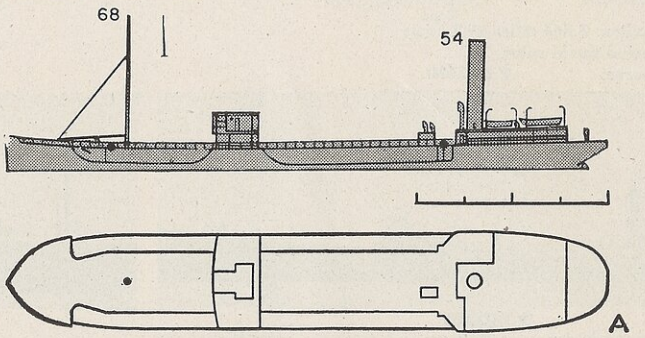
Tonnages: Gross: 7,987 D. W.: 12,100
Length: W. L. (B.P.): 463' O. A.:
Beam: 59'

Drafts: Loaded: 28' Light:
Speed: Normal Cruising: 11½ Max.:
Constructed: 1935 Germany

Propulsion: Machinery: Diesel Screws: 1 N. H. P.: 502 R. P. M.: @ Knots: Fuel: Oil Capacity: Radius:

Potential naval value: AO.

Remarks: Former Dutch tanker believed captured and now being operated by the Japanese.



PAULA

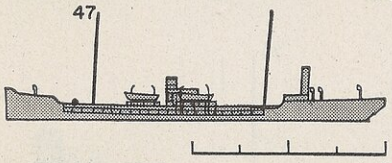
Tonnages: Gross: 2,770 D. W.:
Length: W. L. (B.P.): 305 O. A.:
Beam: 50

Drafts: Loaded: 15 Light:
Speed: Normal cruising: 9½ Max.:
Constructed: 1927 Great Britain

Propulsion: Machinery: Reciprocating Screws: 1 N. H. P.: 452 R. P. M.: @ Knots: Fuel: Oil Capacity: Radius:

Remarks: Believed captured from Dutch.

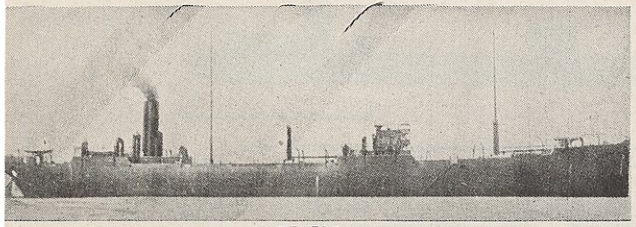
58 MMF 60 MKMF 60 MKMFK



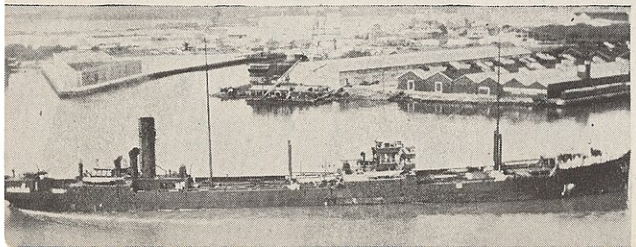
KYODO MARU

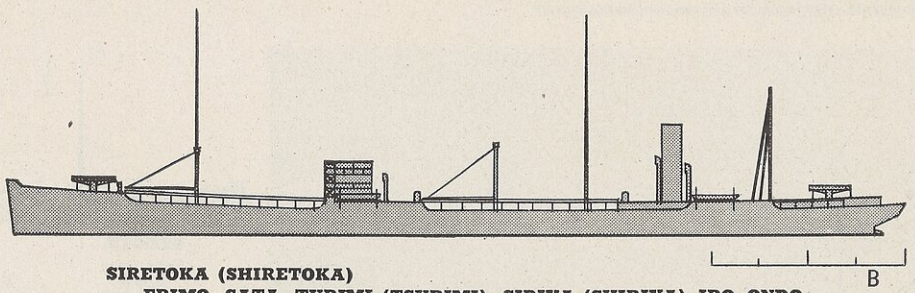
Tonnages:
Gross: 1,090 D. W.: 1,700
Length:
W. L. (B. P.): 190′ O. A.:
Beam: 34′
Drafts:
Loaded: 15′ 6″ Light: 7′ 9″
Speed:
Normal cruising: 7 Max.: 8½
Constructed:
1914 Holland
Propulsion:
Machinery: Diesel
Screws: 2 N. H. P.: 384
R. P. M.: @ Knots:
Fuel: Oil Capacity: 100 tons
Radius: 5,544 miles at 7 knots
Potential naval value: AO.
Remarks:

▼ ERIMO



▼ ERIMO

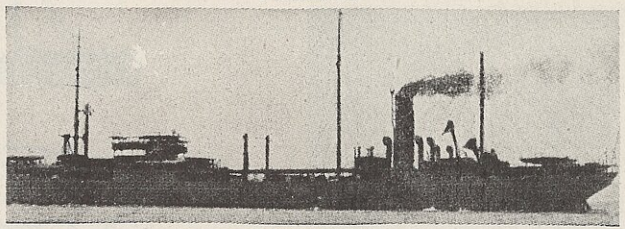




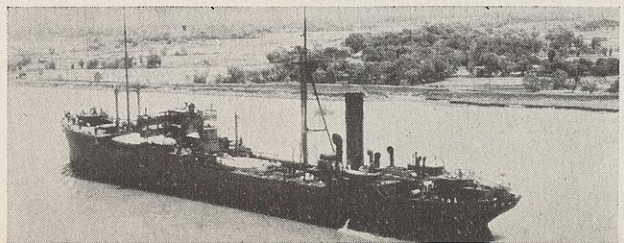
SIRETOKA (SHIRETOKA)
ERIMO, SATA, TURIMI (TSURIMI), SIRIYA (SHIRIYA), IRO, ONDO, HAYATOMO, NARUTO

Tonnages:
Gross: 8,000 D. W.:
Length:
W. L. (B. P.): 455′ O. A.: 470′
Beam: 58′
Drafts:
Loaded: 26½ Light:
Speed:
Normal cruising: 9 Max.: 12
Constructed:
1920–1924 Japan
Propulsion:
Machinery: Reciprocating
Screws: I. H. P.: 5,850
R. P. M.: @ Knots:
Fuel: Oil Capacity: 1,000 tons
Radius:
Remarks: Japanese naval tankers included herein shown because of resemblance to merchant tankers. Rig varies.

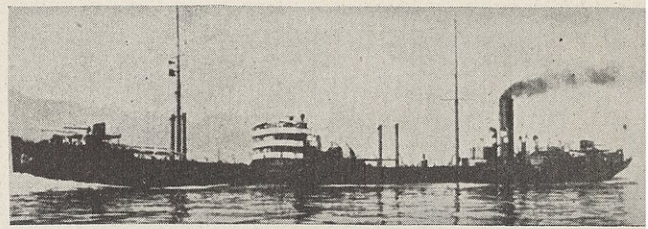
▼ NARUTO



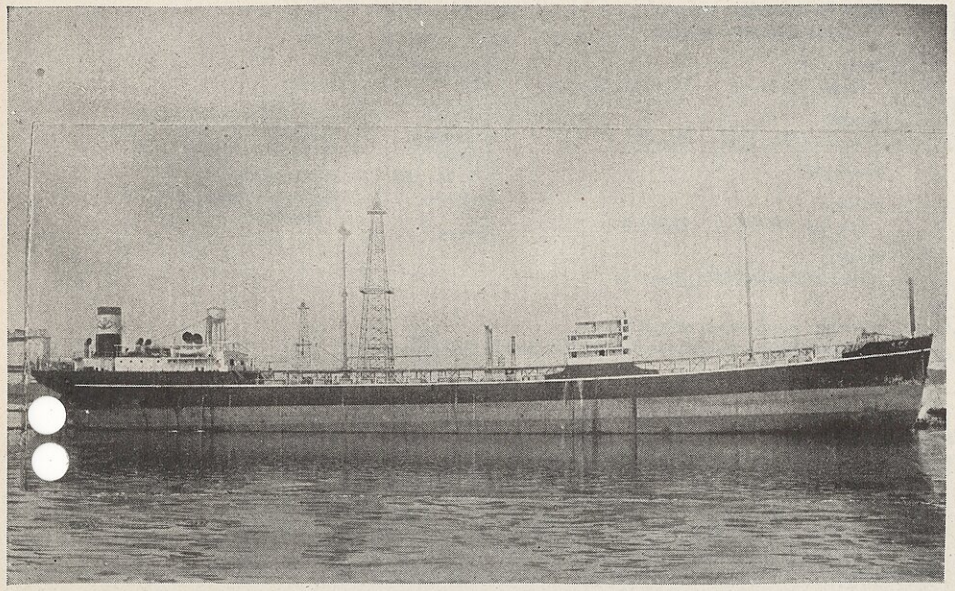
▼ SIRETOKA

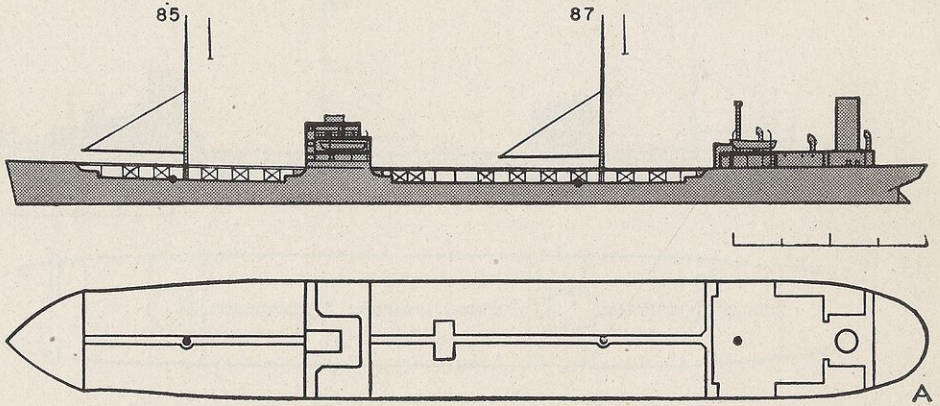


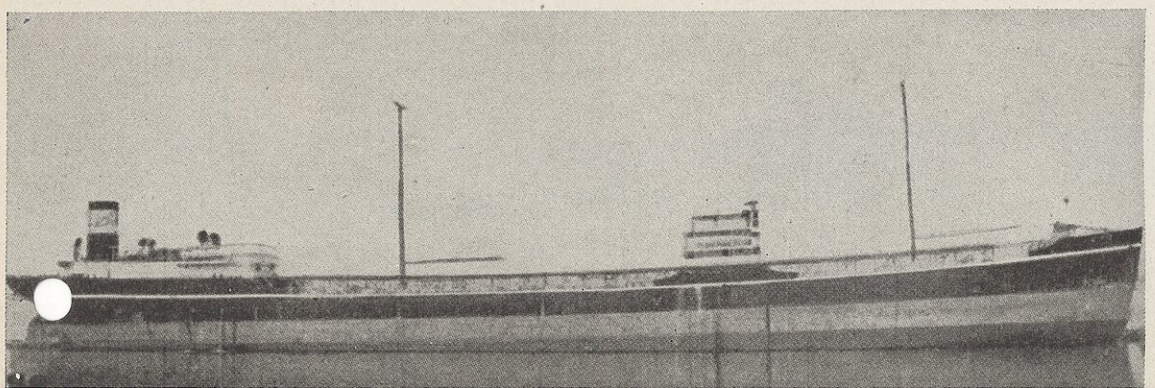
▼ TSURIMI



▼ SIRETOKA







RIKKO MARU

Tonnages:
Gross: 9,182 D. W.: 13,000

Constructed:
1932 Great Britain

Length:
W. L. (B. P.): 477′ O. A.:

Propulsion:
Machinery: Diesel

Beam: 64′

Screws: 1 H. P.:

Drafts:
Loaded: 28′ Light: 9′

R. P. M.: 78 @ Knots: 11

Speed:
Normal cruising: 11 Max.: 13½

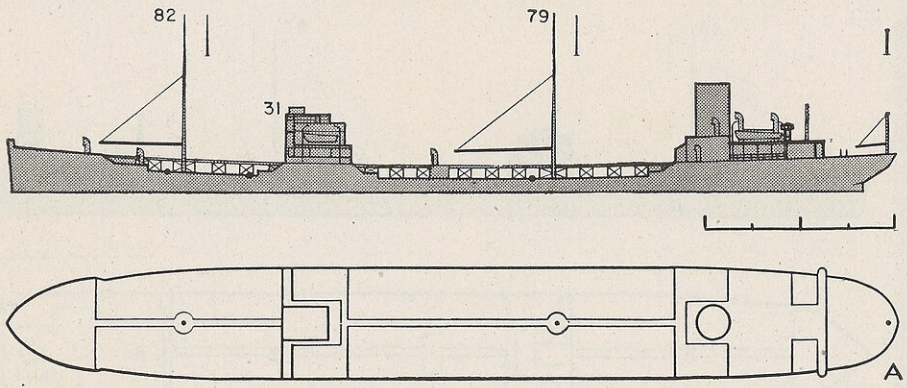
Fuel: Oil Capacity: 750 tons (bunkers)

Radius: 17,500 miles at 11 knots

Potential naval value: AO.

Remarks: Oil-carrying capacity: 90,000 barrels (42 gallons).

62 MMFK



SAN CLEMENTE MARU
SAN RAMON MARU

Tonnages:
Gross: 7,309–55 D.W.: 11,180–260

Length:
W. L. (B. P.): 432′ O. A.:

Beam: 57′

Drafts:
Loaded: 28′ 6″ Light: 9′

Speed:
Normal cruising: 13½ Max.: 18

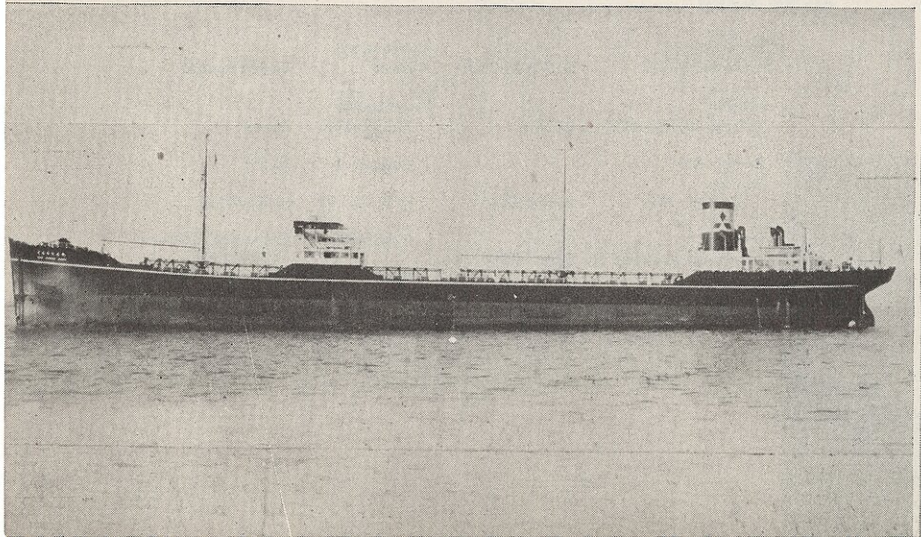
Constructed:
1935–37 Japan

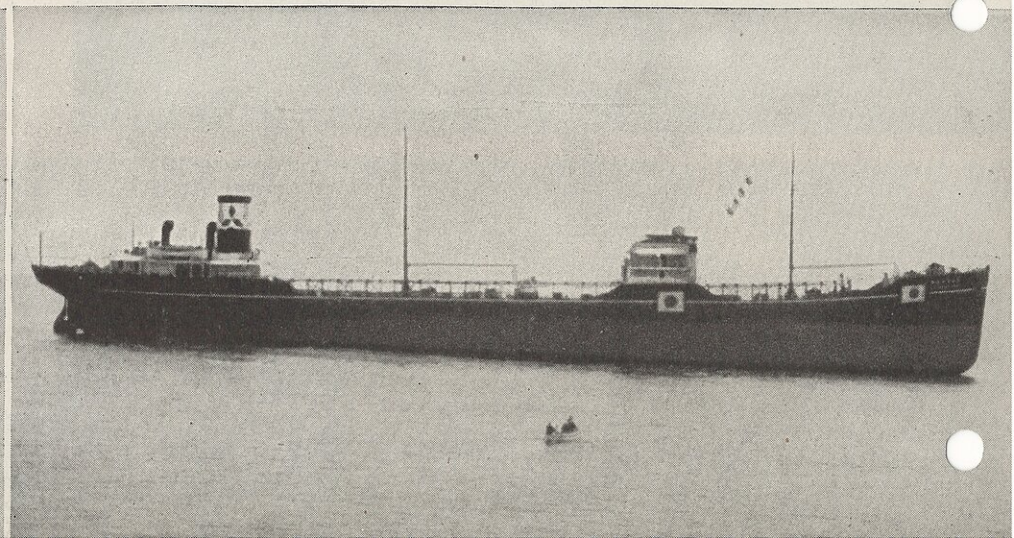
Propulsion:
Machinery: Diesel
Screws: 1 H. P.:
R. P. M.: 124 @ Knots: 13
Fuel: Oil Capacity: 950 tons (bunkers)

Radius:

Potential naval value: AO, APV
Remarks: Oil-carrying capacity: 85,000 barrels (42 gallons).

▼ SAN CLEMENTE MARU ▼





HUZISAN MARU

Tonnages:
Gross: 9,527 D. W.: 13,586

Constructed:
1931 Japan

Length:
W. L. (B. P.): 493′ O. A.: 512′

Beam: 65′

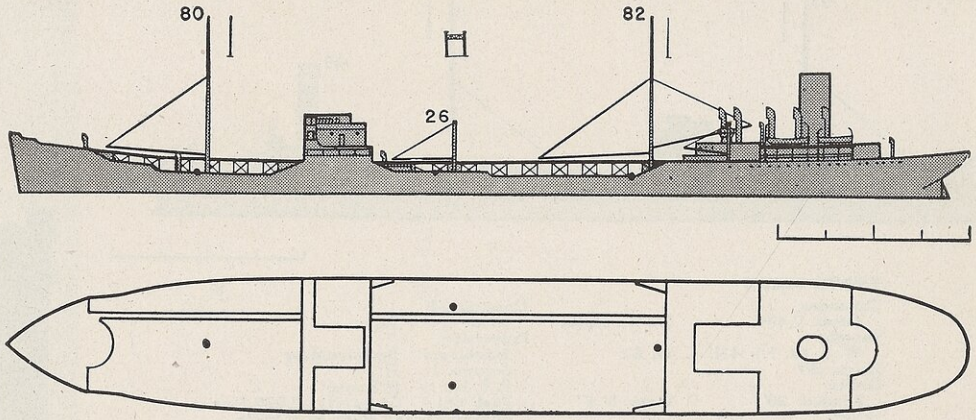
Drafts:
Loaded: 28′ Light: 10′

Propulsion:
Machinery: Diesel
Screws: 1 N. H. P.: 1,857
R. P. M.: 110 @ Knots: 15
Fuel: Oil Capacity: 1,120 tons (bunkers)
Radius: 16,000 miles at 15 knots.

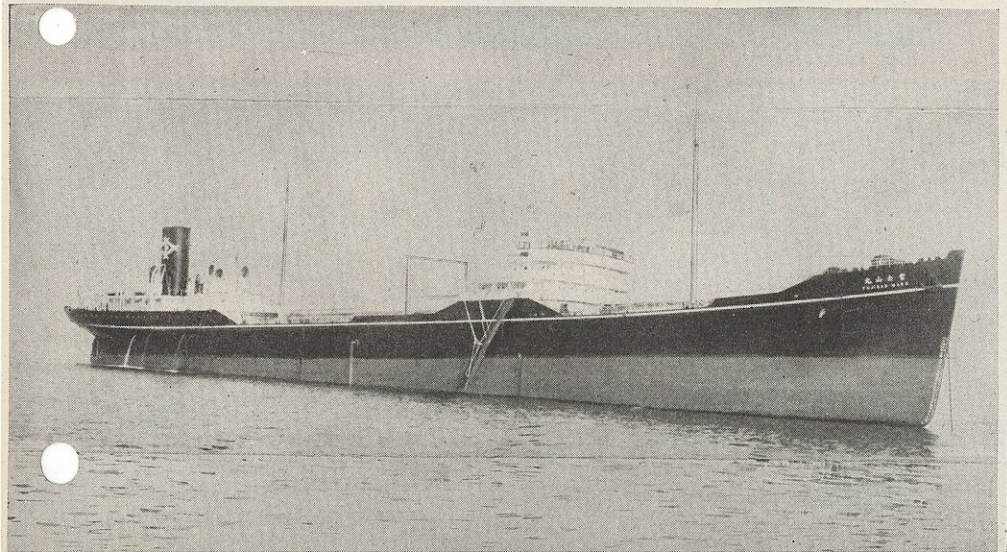
Speed:
Normal cruising: 15 Max.: 19

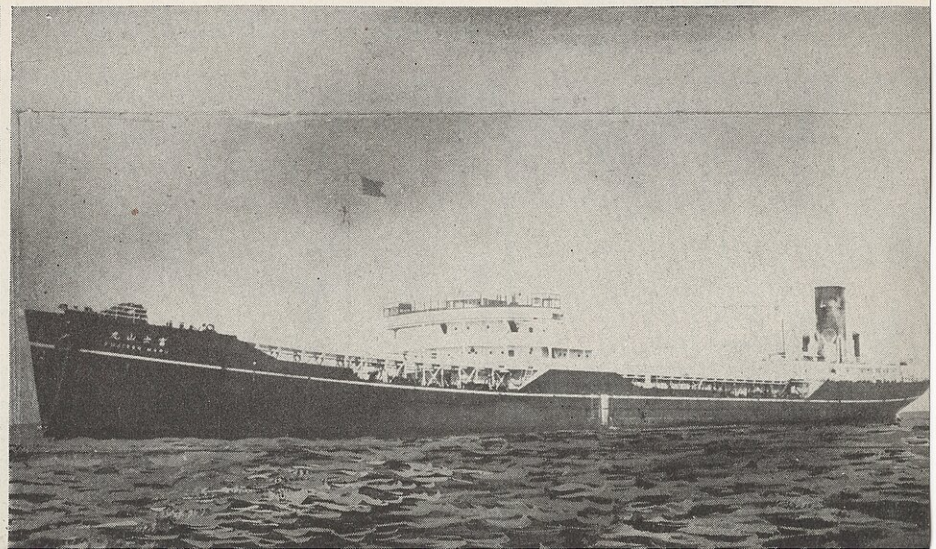
Potential naval value: AO, AV.

Remarks: Oil-carrying capacity: 93,000 barrels (42 gallons). Guns: Provisions for mounts on forecastle and poop and probably mounting 5″ guns.

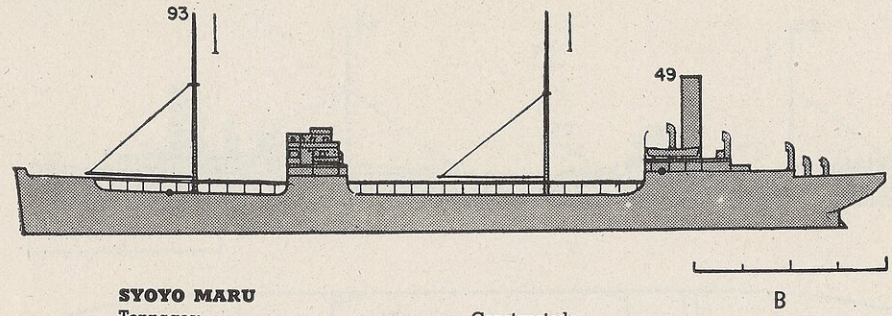


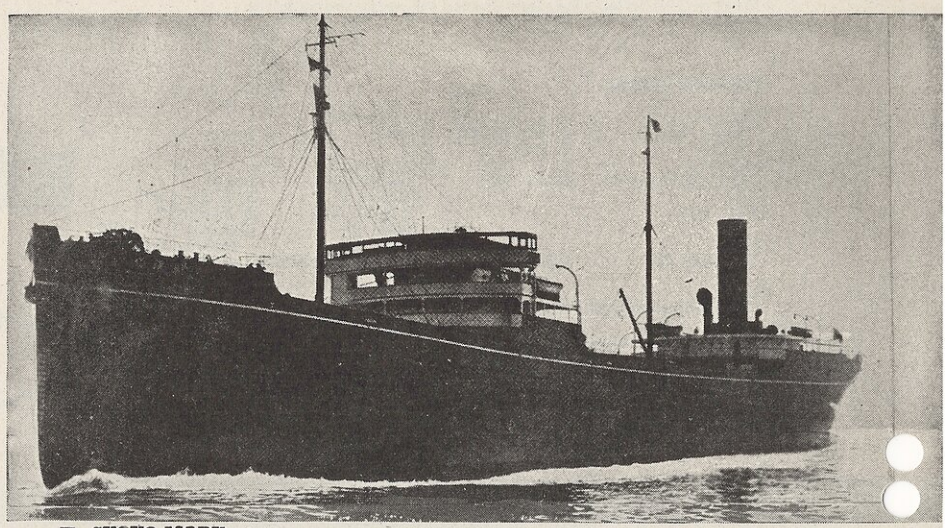
A





63 MMF





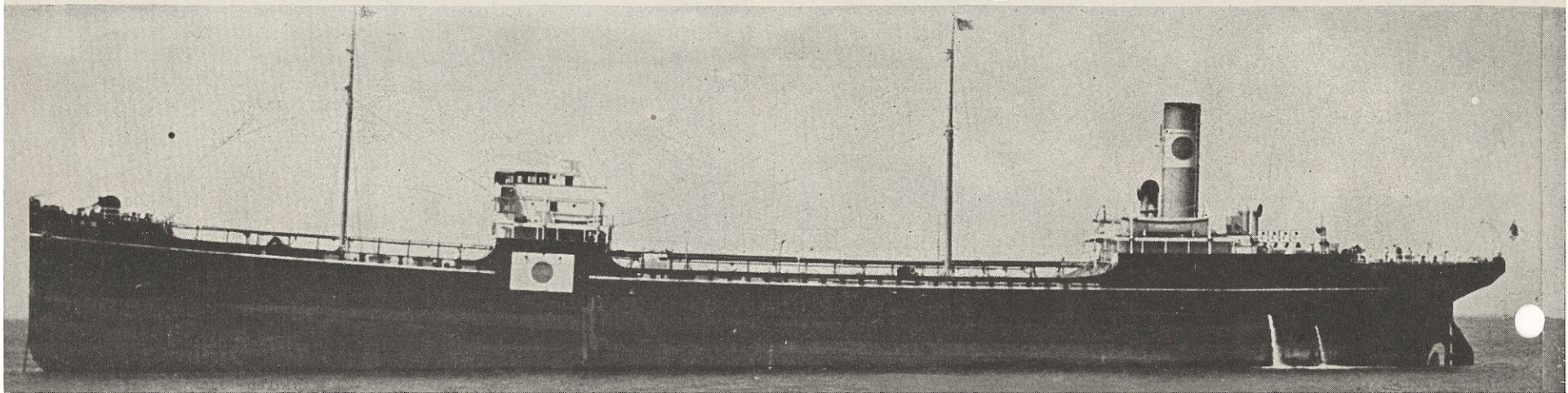
▼ SYOYO MARU ▲

SYOYO MARU

Tonnages:
Gross: 7,499 D. W.: 11,531
Length:
W. L. (B. P.): 431′ O. A.:
Beam: 58′
Drafts:
Loaded: 28′ Light: 8′ 6″
Speed:
Normal cruising: 11 Max.: 12½

Constructed:
1928 Japan
Propulsion:
Machinery: Rec'procating
Screws: 1 H. P.:
R. P. M.: @ Knots:
Fuel: Oil Capacity: 1,920 tons
Radius: 17,000 miles at 11 knots.

Potential naval value: AO.
Remarks: Oil-carrying capacity: 75,500 barrels (42 gallons). 13 watertight bulkheads, 9 to upper deck. Guns: Mounts reported and probably armed with 5″ guns on forecastle and poop.



63 MMF

DAI-ITI OGURA MARU (ex OGURA MARU #1)
DAINI OGURA MARU (ex OGURA MARU #2), SAN DIEGO MARU, SAN LUIS MARU, SAN PEDRO MARU

Tonnages:
Gross: 7,268–311 D. W.: 11,257–412

Length:
W. L. (B. P.): 430′ O. A.: 447′

Beam: 57′

Drafts:
Loaded: 28′ 6″ Light: 8′ 6″

Speed:
Normal cruising: 11 Max.: 13½

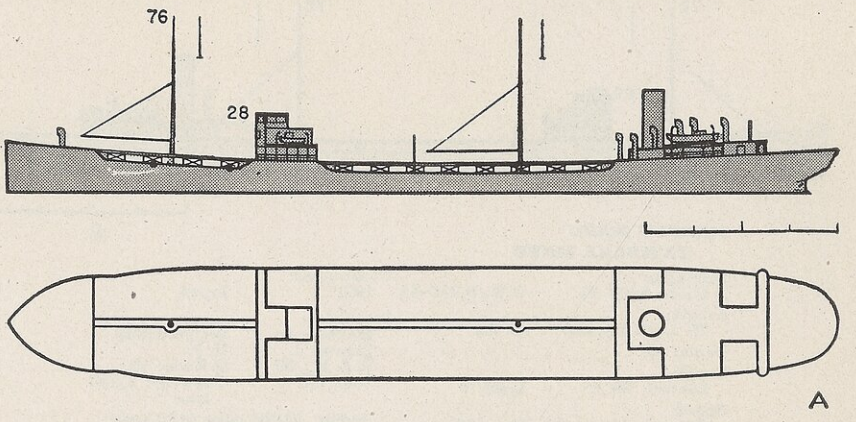
Constructed:
1927–30 Japan

Propulsion:
Machinery: Diesel
Screws: 1 B. H. P.: 2,605
R. P. M.: 109 @ Knots: 11
R. P. M.: 120 @ Knots: 13
Fuel: Oil Capacity: 880–985 tons

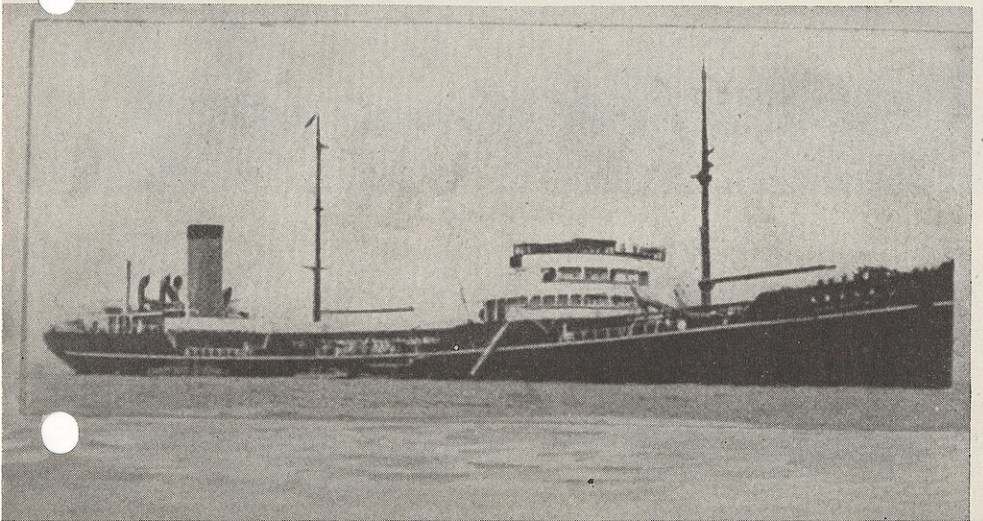
Radius: 20,000 miles—23,000 miles at 11 knots.

Potential naval value: AO.

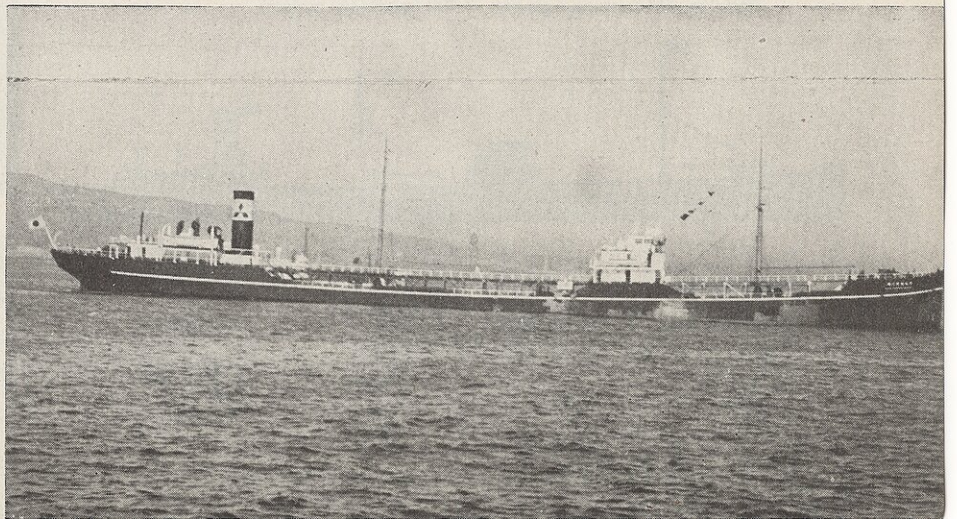
Remarks: Oil-carrying capacity: 76,000–81,500 barrels (42 gallons). Strengthened for guns and probably mounting 5″ guns on forecastle and poop.



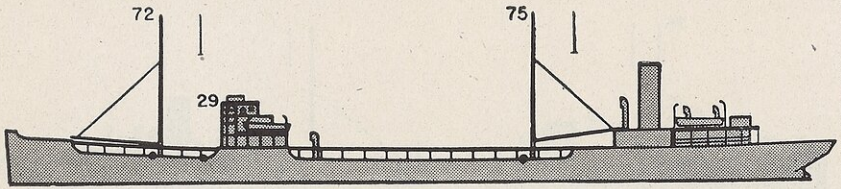
▼ DAI-ITI OGURA MARU



▼ SAN DIEGO MARU



63 MMF



B

MANZYU MARU
TATIBANA MARU

Tonnages:
Gross: 6,515–21 D.W.: 9,336–45

Constructed:
1921 Japan

Length:
W. L. (B. P.): 420′ O. A.:

Beam: 54′

Drafts:
Loaded: 26′ 6″ Light: 9′

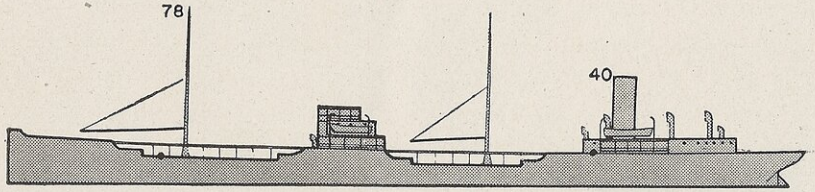
Speed:
Normal cruising: 10 Max.: 12

Propulsion:
Machinery: Reciprocating
Screws: 1 H. P.:
R. P. M.: 57 @ Knots: 10
Fuel: Oil Capacity: 1,250 tons

Radius: 10,000 miles at 10 knots

Potential naval value: AO.

Remarks: Oil-carrying capacity: 71,400 barrels (42 gallons).



C

SEMIRAMIS

Tonnages:
Gross: 5,792 D. W.: 8,914

Constructed:
1921 United States

Length:
W. L. (B. P.): 412′ O. A.: 427′

Beam: 53′

Drafts:
Loaded: 25′ Light:

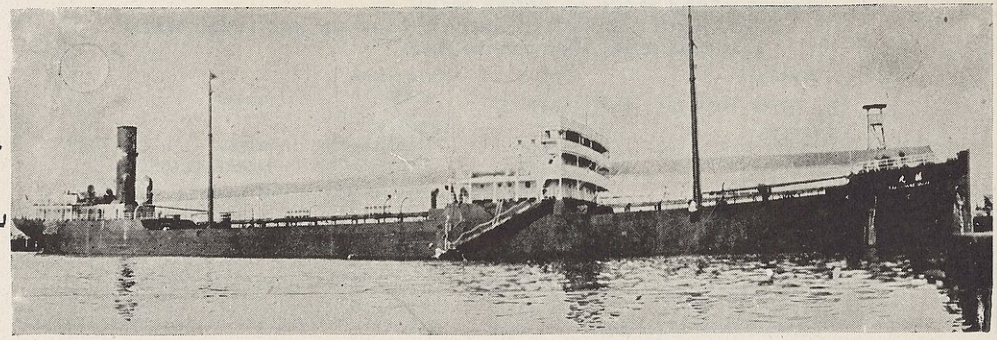
Speed:
Normal cruising: 10 Max.: 12

Propulsion:
Machinery: Reciprocating
Screws: 1 N. H. P.: 556
R. P. M.: @ Knots:
Fuel: Oil Capacity:

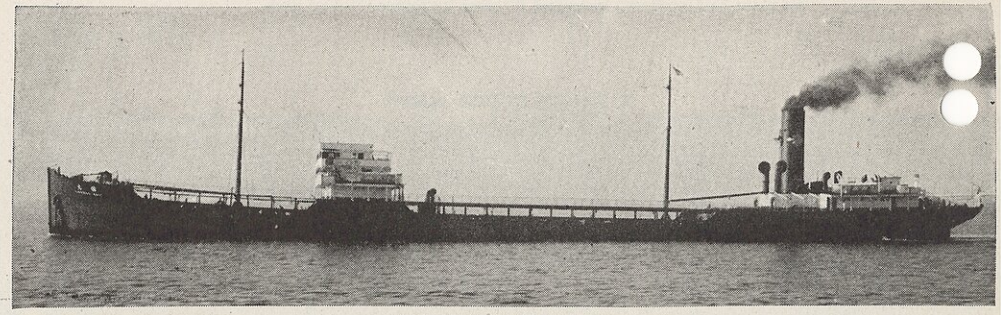
Radius:

Potential naval value: AO.

Remarks: Dutch vessel which may have been salvaged by Japanese.



▲ TATIBANA MARU



▼ MANZYU MARU ▲

SUNOSAKI

Tonnages:
Displacement: 9,800 D. W.:

Length:
W. L. (B. P.): O. A.: 400′
Beam: 50′

Drafts:
Loaded: 25′ Light:

Speed:
Normal cruising: 12 Max.: 14

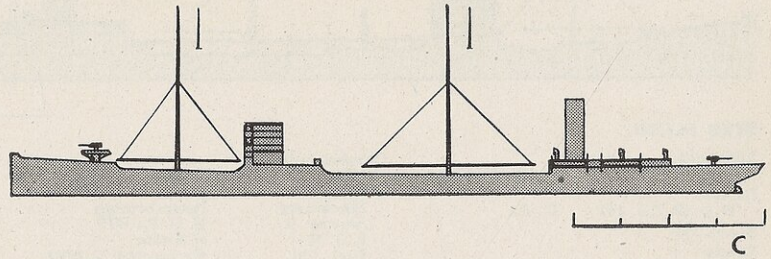
Constructed:
1918 Japan

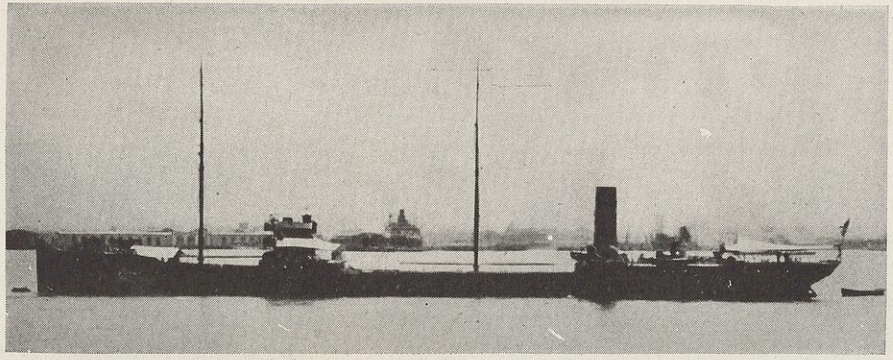
Propulsion:
Machinery:
Screws: Designed H. P.: 6,000

R. P. M.: @ Knots:
Fuel: Oil Capacity: 200 tons

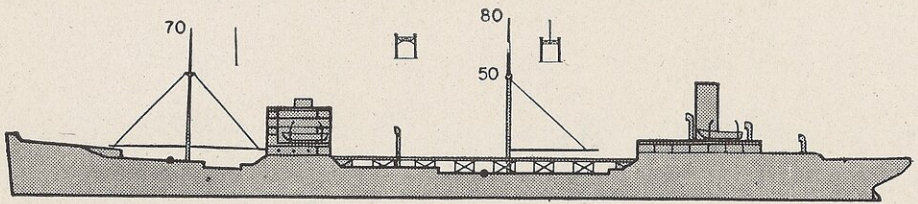
Radius:

Remarks: Japanese naval tanker included herein because of resemblance to merchant ships.





63 MKMF



B

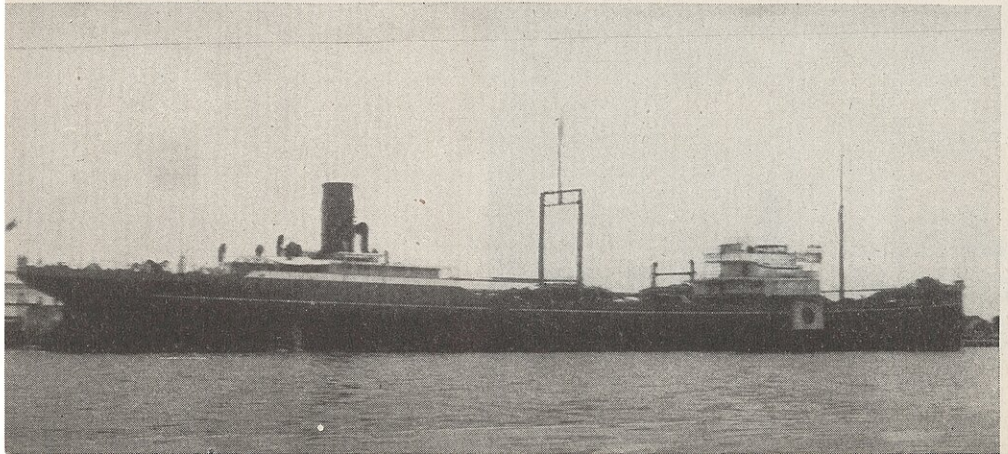
EIYO MARU

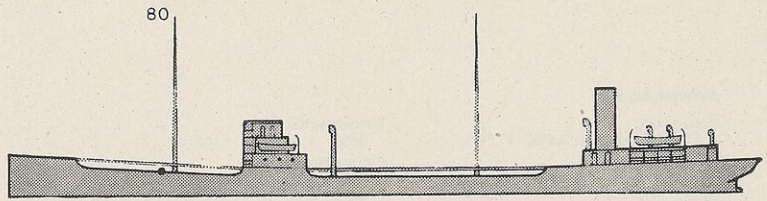
Tonnages:
Gross: 8,674 D. W.: 12,630
Length:
W. L. (B. P.): 461′ O. A.:
Beam: 60′
Drafts:
Loaded: 28′ 6″ Light: 10′ 6″
Speed:
Normal cruising: 13 Max.: 15

Constructed:
1929 Japan
Propulsion:
Machinery: Reciprocating
Screws: 2 N. H. P.: 975
R. P. M.: @ Knots:
Fuel: Oil Capacity: 2,400 tons
Radius: 16,500 miles at 13 knots.

Potential naval value: AO, AS.
Remarks: Oil-carrying capacity: 85,000 barrels (42 gallons).

▼ EIYO MARU





C

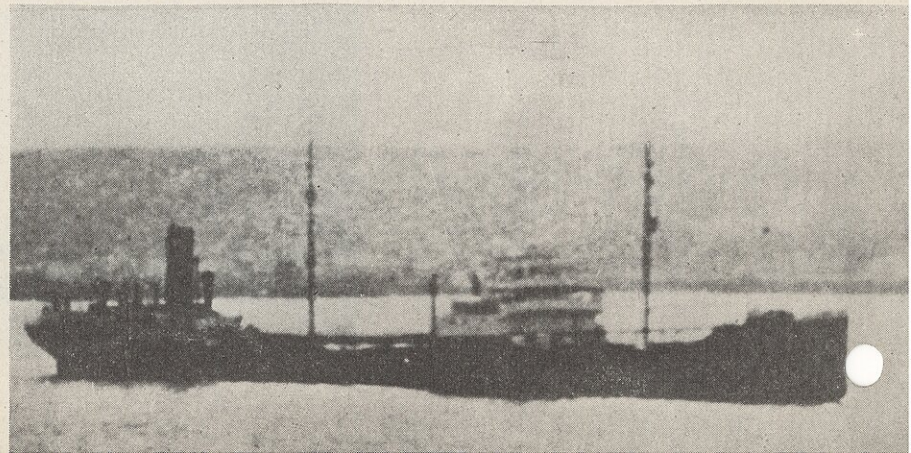
WINNETOU

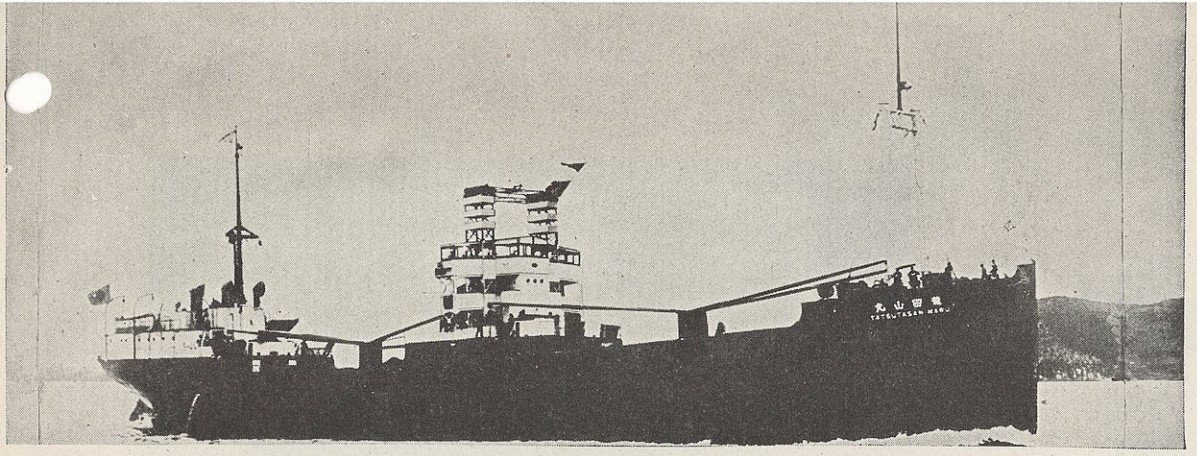
Tonnages:
Gross: 5,113 D. W.: 7,800
Length:
W. L. (B. P.): 386′ O. A.: 400′
Beam: 52′
Drafts:
Loaded: 24′ Light:
Speed:
Normal cruising: 9½ Max.: 11

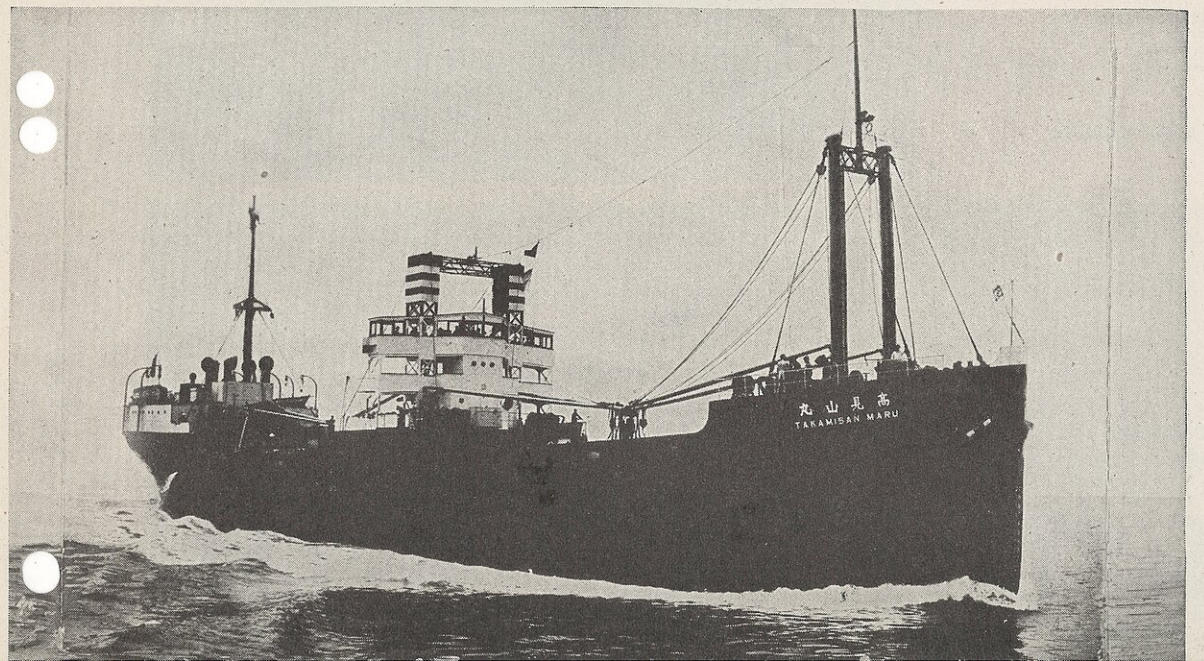
Constructed:
1913 Germany
Propulsion:
Machinery: Reciprocating
Screws: 1 N. H. P.: 331
R. P. M.: @ Knots:
Fuel: Oil Capacity:
Radius:

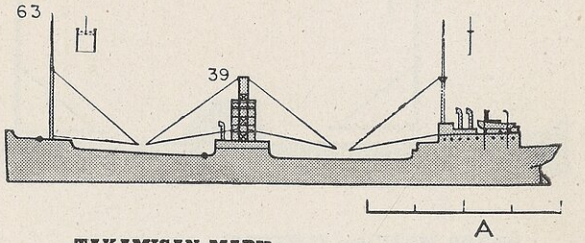
Potential naval value: AO.
Remarks: German tanker believed to be in Far East.

WINNETOU ▼









TAKAMISAN MARU

Tonnages:
Gross: 1,992 D. W.: 3,152

Length:
W. L. (B. P.): 276′ O. A.:
Beam: 41′

Drafts:
Loaded: 18′ Light: 8′ 6″

Speed:
Normal cruising: 10 Max.: 11½

Constructed:
1928 Japan

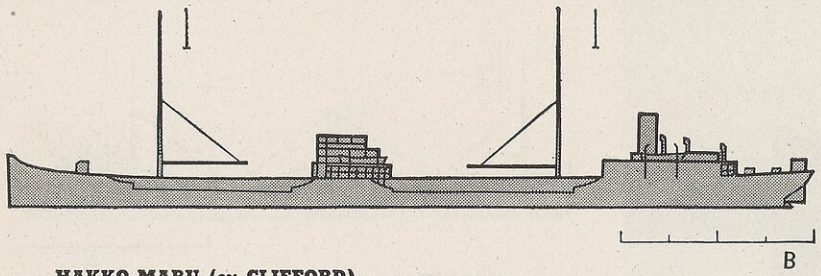
Propulsion:

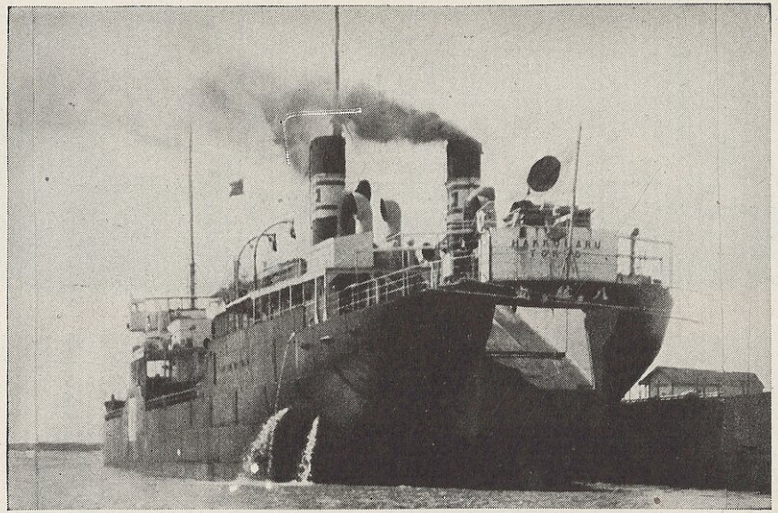
Machinery: Diesel
Screws: 1 N. H. P.: 224
B. H. P.: 950
R. P. M.: @ Knots:
Fuel: Oil Capacity: 130 tons

Radius: 8,400 miles at 10 knots
Potential naval value: AK.

Remarks:

65 MMF



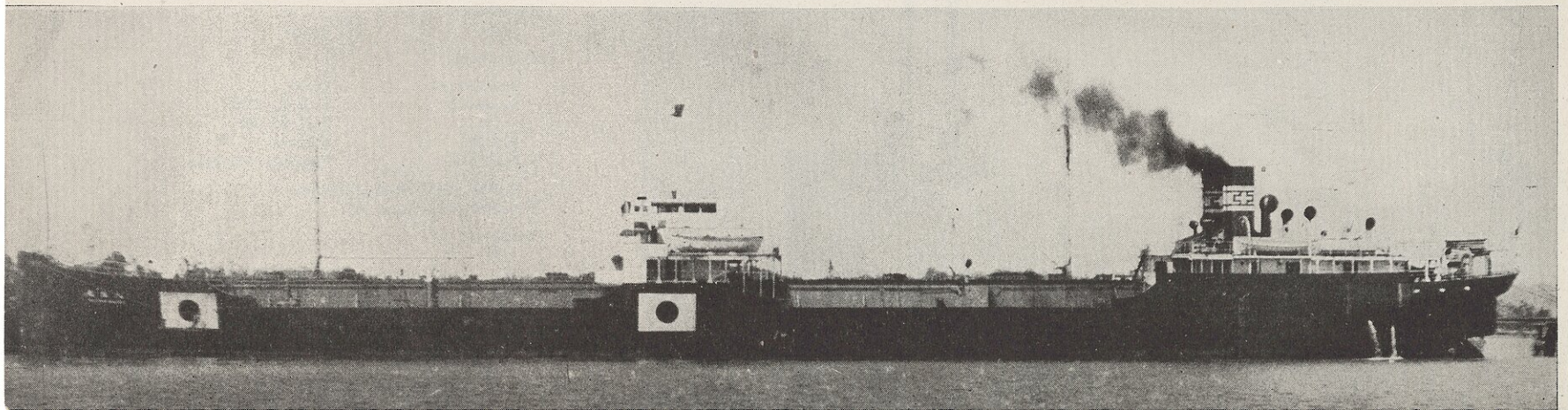


HAKKO MARU (ex CLIFFORD)

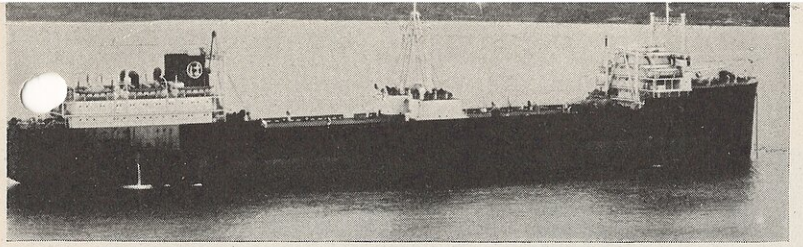
Tonnages:		Constructed:	
Gross: 6,035	D. W.: 11,600	1917	United States
Length:		Propulsion:	
W. L. (B. P.): 402'	O. A.:	Machinery:	Reciprocating
Beam: 54'		Screws: 1	H. P.:
Drafts:		R. P. M.:	@ Knots:
Loaded: 27'	Light:	Fuel: Oil	Capacity:
Speed:		Radius:	
Normal cruising: 12	Max: 15.		

Potential naval value: AO, AS, AV.

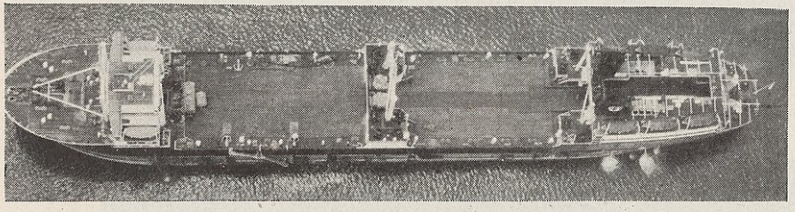
Remarks: Oil-carrying capacity: 67,500 barrels (42 gallons). A former American tanker converted for use as a whaler.

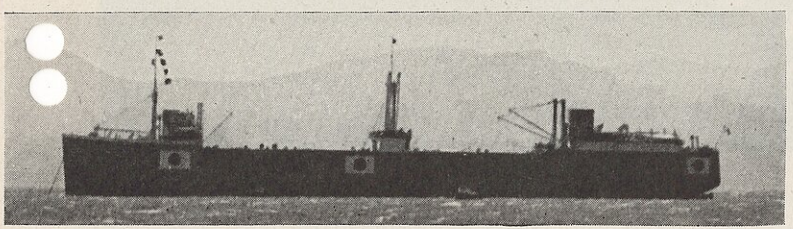


65 MKMKF

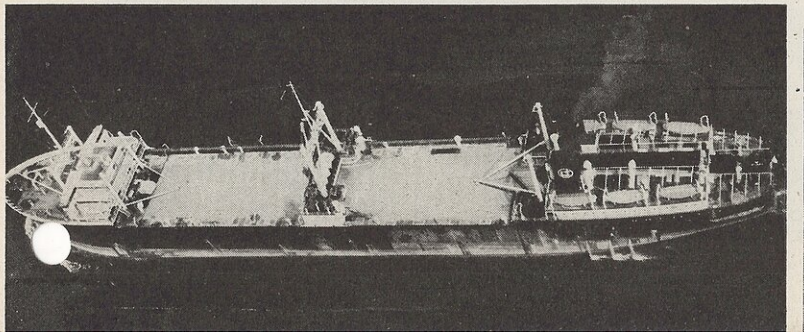


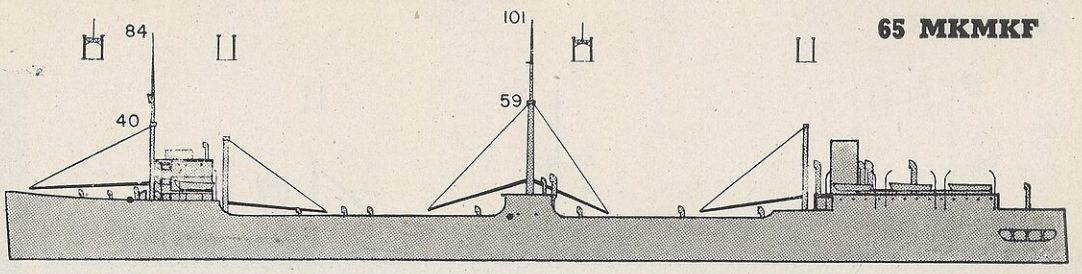
▲ NISSIN MARU #2 ▼

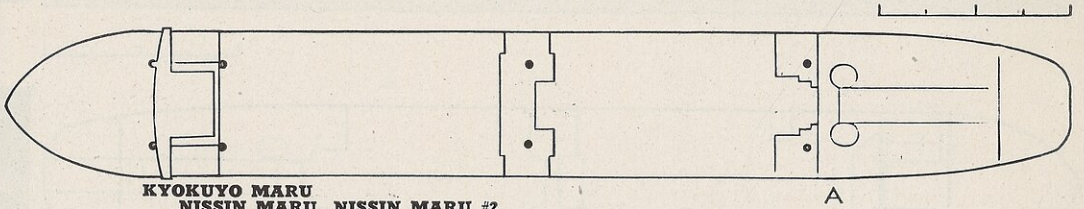




▲ NISSIN MARU ▼



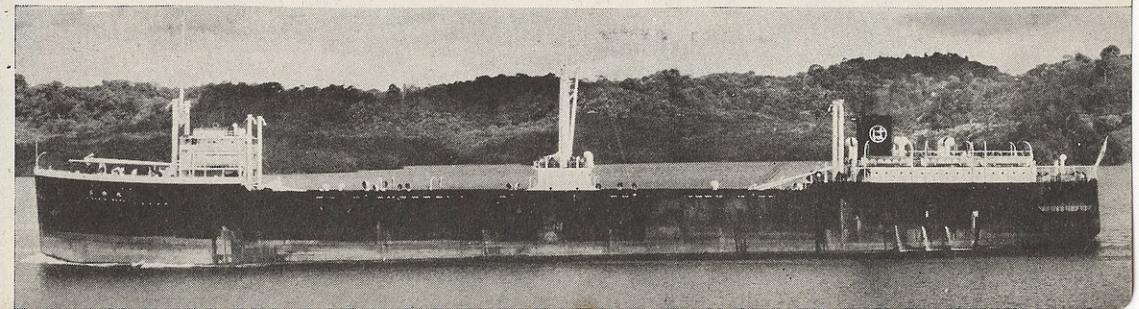




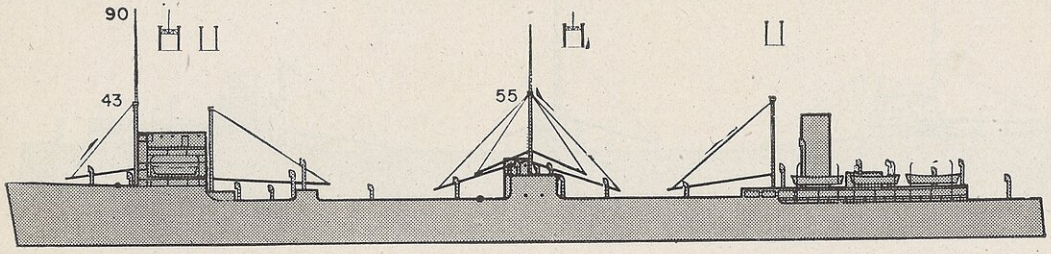
KYOKUYO MARU
NISSIN MARU, NISSIN MARU #2

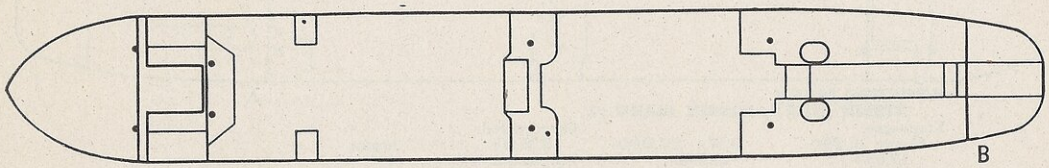
Tonnages:		Constructed:	
Gross: 16,764–17,553	D.W.: 22,000–22,200	1936–38	Japan
Length:		Propulsion:	
W. L. (B. P.): 537′	O. A.:	Machinery:	Diesel
		Screws: 1	N. H. P.: 1,560
Beam: 74′		R. P. M.: 138	@ Knots: 12
Drafts:		R. P. M.: 155	@ Knots: 15
Loaded: 34′ 6″	Light: 12′ 6″	Fuel: Oil	Capacity: 1,150 tons (bunkers)*
Speed:			
Normal cruising: 13	Max.: 15	Radius: 15,600 miles at 13 knots	

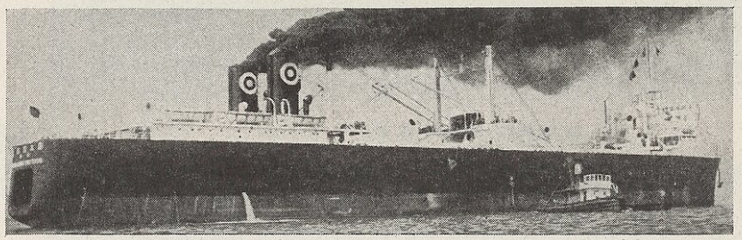
Potential naval value: AO, AV, AS, APV.
Remarks: Oil-carrying capacity: 140,000 barrels (42 gallons). Heavily built vessels. Can mount large number and caliber guns.
*NISSIN MARU slightly smaller. Gross tons: 16,764, OCC 124,000 barrels. NISSIN MARU ▼ has one aft deck only.

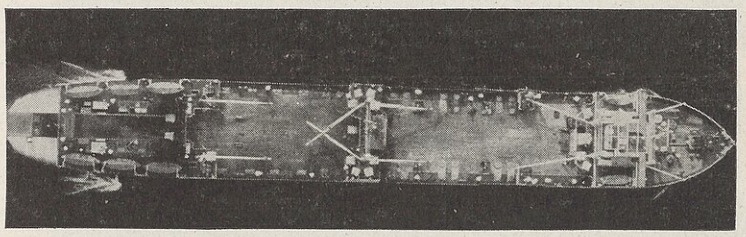


65 MKMKF

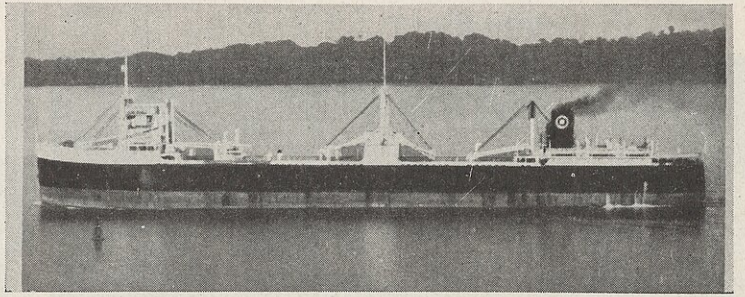








ALL PHOTOS TONAN MARU #2



TONAN MARU #2
TONAN MARU #3

Tonnages:
Gross: 19,425–625 D. W.: 22,600
Length:
W. L. (B. P.): 535′ O. A.: 550′
Beam: 75′
Drafts:
Loaded: 35′ 6″ Light: 14′
Speed:
Normal cruising: 13 Max.: 15
Constructed:
1937–38 Japan
Potential naval value: AO, AV, AS, APV.
Remarks: Oil-carrying capcaity: 140,000 barrels (42 gallons). Whaling factory ship.

Propulsion:
Machinery: Reciprocating with exhaust turbines
Screws: 2 H. P.:
R. P. M.: 90 @ Knots: 13
R. P. M.: 110 @ Knots: 15
Fuel: Oil Capacity: 2,300 tons (bunkers)
Radius: 18,000 miles at 13 knots.

ALPHABETICAL INDEX

VESSELS CAPTURED, REQUISITIONED, OR SALVAGED

VESSELS UNDER 1000 TONS

UNRECONCILED SHIP NAMES

ONI 208-JS — STATISTICAL DATA

NAME	YEAR BUILT	GROSS TONNAGE	LENGTH	CODE		PAGE NO.
ADA	20	5,248	400	38	MFM	219
ADEN MARU	19	5,824	385	30	MFM	189
ADMIRAL Y. S. WILLIAMS	20	3,252	324	38	MFM	231
AFRICA MARU	18	9,476	475	22	MKFKM	99
AIKOKU MARU	40	10,500	492	10	MKFKM	48
AITOKU MARU	24	1,328	225	24	MFM	155
AKAGANE MARU	40	3,121	318	23	MFM	104
AKAGI MARU	36	7,390	463	23A	MKFKM	114
AKAGISAN MARU	24	4,634	375	24A	MFKM	166
AKASI MARU	18	3,228	331	38	MFM	230
AKASISAN MARU	35	4,551	362	23A	MFKMK	112
AKATUKI MARU	38	10,216	505	54	MKMFK	273
AKEBONO MARU	39	10,182	505	54	MKMFK	273
AKIBASAN MARU	24	4,607	375	38A	MFKM	256
AKITA MARU	16	3,817	345	24	MFM	130
AKITSU MARU	36	1,038	197			
AKIURA MARU	38	6,304	437	24A	MKFKM	170
ALASKA MARU	19	7,379	420	32	MFKM	201
ALBERT SARRAUT	21	2,156	270			
AMAGI MARU	24	3,165	316	24	MFM	138
AMAGISAN MARU	33	7,620	454	23A	MKFKM	115
AMAHO MARU	98	2,769	314			
AMAKASU MARU #1	39	1,913	272	46	MKMF	270
AMAKUSA MARU	01	2,340	279	7	MFM	37
AMBA ALAGI	10	3,710	350	24	MFM	
AMERICA MARU	98	6,070	423	4	MFFM	9
ANALOCK	19	6,638	397	38	MFM	222
ANIWA MARU	27	3,391	310	3	MFFMK	5
ANASTASIA	30	3,029	306	47	MKF	271
ANNAN MARU	11	2,939	305	38	MFM	223
ANSYU MARU	37	2,601	295	23	MFM	105
ANYO MARU	13	9,257	460	14	MKFM	68
ANZAN MARU	19	5,493	410	38	MFM	215
ANZAN MARU	15	3,890	350	38	MFM	226
AOBASAN MARU	35	8,812	450	15	MKFKKM	84
APOEY	95	2,790	310			
ARABIA MARU	18	9,480	475	22	MKFKM	99
ARATAMA MARU	38	6,784	447	23A	MKFKM	116
ARGENTINA MARU	39	12,755	545	10	MKFKM	47
ARGUN MARU	20	6,662	415	38	MFKM	247
ARGUS	01	1,025	220	26	MFM	180
ARIADNE MOLLER	07	1,840	255	11	MKKFKM	59
ARIMA MARU	36	7,390	463	23A	MKFKM	114
ARIMASAN MARU	37	8,696	450	15	KMFKMK	86
ARIZONA MARU	20	9,684	475	22	KMKFKM	100
ASAHI MARU	14	9,326	483	11	MKFMK	56
ASAHI MARU #2	19	1,323	220	24	MFM	157
ASAHISAN MARU	35	4,551	360	23A	MFKMK	112
ASAKA MARU	37	7,399	463	23A	MMFKM	114
ASAKA MARU	09	4,681	377	38	MFMK	243

NAME	YEAR BUILT	GROSS TONNAGE	LENGTH	CODE		PAGE NO.
ASAKASAN MARU	37	8,702	455	15	KMFKMK	86
ASAKAZE MARU	38	6,517	424	23A	MKFKM	121
ASAMA MARU	29	16,975	560	3	MFFM	1
ASAMA MARU	18	2,017	270	24	MFM	147
ASAMA MARU	01	4,892	370	38	MFM	225
ASO MARU	23	3,028	316	24	MFM	138
ASOSAN MARU	35	8,812	453	15	MKFKKM	84
ASUKA MARU	24	7,523	440	32	MFKM	200
ATAGO MARU	24	7,543	440	32	MFKM	200
ATLANTIC MARU	20	5,873	385	30	MFM	189
ATLAS MARU	20	7,347	420	32	MFKM	201
ATUTA MARU	09	7,983	460	11	MKFM	52
ATUTASAN MARU	37	8,663	455	15	KMFKMK	86
AUGUSTINA	27	3,110	305	47	MKF	271
AWATA MARU	37	7,398	463	23A	MKFKM	114
AWAZI MARU	06	1,948	285			
AWAZISAN MARU	39	9,794	476	15	KMFKMK	85
AYATOSAN MARU	39	9,800	476	15	KMFKMK	85
AZUMA MARU	38	6,646	462	15	MKFKM	74
AZUMASAN MARU	33	7,623	454	23A	MKFKM	115
AZUSA MARU	39	1,370	228	23	KMFM	108
BAIKAL MARU	21	5,266	400	11	KMFMK	58
BAKUZAN	14	2,104	280	7	MFM	38
BANDOENG MARU	20	2,104	345	24	MFM	130
BANEI MARU #2	17	1,186	220	24	MFM	155
BANEI MARU #3	19	1,778	265	24	MFM	147
BANEI MARU #6	17	1,191	220	24	MFM	155
BANEI MARU #7	18	1,189	220	24	MFM	157
BANEI MARU #15	19	1,828	265	24	MFM	147
BANGKOK MARU	37	5,351	376	16	MKFKM	92
BANSEI MARU	00	3,120	325	24A	MKFM	168
BARENTSZ	15	4,819	383	11	MKFM	
BATAVIA MARU	19	4,393	345	38	MFKM	248
BELGIUM MARU	20	5,839	385	30	MFM	189
BELGRANO	36	6,095	446	21	MKFKM	97
BENGAL MARU	21	5,399	400	38	MFMK	240
BENNEVIS	18	5,356	400	38	MFM	219
BINTOEHAN	21	1,021	230			
BIHUKU MARU	99	2,558	312	14	KMFMK	70
BISAYAS	12	2,832	285			
BIYO MARU	21	5,480	400	38	MFM	220
BOERO	14	7,135	418	34	MFM	205
BOGOTA	37	1,230	249	45	MMF	264
BORDEAUX MARU	23	6,567	405	32	MFKM	203
BORNEO MARU	17	5,864	385	30	MFM	189
BOSTON MARU	19	5,477	400	38	MFM	220
BOYACA	20	2,560	251	24	MFM	151
BRASIL MARU	39	12,752	545	10	MKFKM	47
BRAZIL MARU	19	5,860	385	30	MFM	189
BRISBANE MARU	30	5,425	380	16	MKFKM	91

ALPHABETICAL INDEX

NAME	YEAR BUILT	GROSS TONNAGE	LENGTH	CODE		PAGE NO.
BUENOS AIRES MARU	29	9,626	461	10	MFMK	45
BUNZAN MARU	41	3,000	305	23	MFM	105
BURGENLAND	28	7,320	463	16	MKFKMK	92
BURMA MARU	17	4,585	385	30	MFM	189
BUSYO MARU	21	2,569	285	38	MFMK	224
BUSYU MARU	18	1,222	217	46	MMF	
BUYO MARU	19	5,447	400	38	MFM	220
BUZAN MARU	41	3,000	305	23	MFM	105
BUZYUN MARU	29	4,804	371	46	MKMF	268
CALCUTTA MARU	17	5,339	400	38	MFMK	240
CAMPHUIJS	03	2,380	315	14	MFM	65
CANBERRA MARU	36	6,477	425	15	KMFMK	80
CANTON	15	1,581	242	24	MFMK	160
CANTON MARU	28	2,820	300	7	MFM	37
CAPELLA	10	2,398	281			
CARIGNANO	18	5,753	396			
CELEBES MARU	17	5,863	385	30	MFM	189
CERION	38	2,588	310	45	MMF	263
CEYLON MARU	04	4,905	385	38	MFM	223
CHANGSHA	22	2,482	290			
CHEKIANG	14	2,172	285	24	MFM	142
CHENGTU	14	2,219	286			
CHERIBON MARU	21	4,016	345	24	MFM	131
CHICAGO MARU	10	5,866	410	24A	MKFKM	173
CHILE MARU	19	5,860	385	30	MFM	189
CHINA MARU	20	5,870	385	30	MFM	189
CHINZI MARU	41	2,000				
CLYDE MARU	20	5,498	400	38	MFM	221
COLUMBIA MARU	27	5,618	405	24A	KMFKM	174
COMANDANTE PAOLINI	08	1,104	194			
CONTE VERDE	23	18,765	570	4	MKFFM	12
CUBA MARU	26	5,950	405	37	MFMK	210
DAI MARU	25	1,030	230			
DAIAN MARU #2	18	1,032	196	24	MFM	158
DAIBOSI MARU #6	02	3,925	361	14	MFM	64
DAIBOSI MARU	89	2,388	290	26	MFM	178
DAIDO MARU	35	2,962	298	23	MFM	107
DAIGEN MARU #2	17	1,999	251	24	MFM	151
DAIGEN MARU #3	08	5,256	400	38	MFMK	241
DAIGEN MARU #7	37	1,290	219			
DAIGEN MARU #8	38	1,300	224			
DAIGEN MARU	20	2,221	252	24	MKFKM	163
DAIHO MARU #3	06	1,868	251	14	MFM	66
DAIHUKU MARU	07	3,184	315	38	MFMK	244
DAIITI OGURA MARU	29	7,270	430	63	MMF	287
DAIKYU MARU	20	1,518	250	24	MFM	
DAINI OGURA MARU	30	7,311	430	63	MMF	287
DAINITI MARU	22	5,813	385	30	MFKM	193
DAIREN MARU	25	3,748	360	3	MFFM	3
DAISAN OGURA MARU	16	7,350	451	24	MFM	126
DAISIN MARU #1	18	1,307	228	24	MFM	154
DAISIN MARU #2	18	1,147	225	24	MFM	155
DAISIN MARU	05	1,307	228	24	MFM	154
DAISIN MARU	19	5,877	400	30	MMF	184
DAISYO MARU	18	1,518	240	24	MFM	153
DAISYU MARU	19	3,322	332	38	MFM	230
DAITI MARU	05	1,280	228			
DAITO MARU	18	1,233	228	24A	MFM	166
DAITOKU MARU	17	1,131	209	24	MFM	
DAIYA MARU	02	2,760	332	21	MFM	96
DAIZYU MARU	18	1,279	217	26	MFM	181
DAKAR MARU	20	7,170	420	32	MFKM	201
DAYLITE	17	1,976	252			
DELAGOA MARU	19	7,148	420	32	MFKM	201
DELHI MARU	22	2,182	270			
DENMARK MARU	20	5,870	385	30	MFM	189
DESLOCK	09	5,015	380			
DON JOSE	20	10,893	524	24A	MMKFMM	175
DOVER MARU	20	3,212	305	38	MFM	233
DOZAN MARU	18	1,679	250	24	MFM	153
DUKAT	20	1,350	243			
DURBAN MARU	19	7,164	420	32	MFKM	201
EDO MARU	37	1,301	219			
EHIME MARU	20	4,654	360	38	MFM	228
EIAN MARU	05	3,826	352	38	MFMK	243
EIHUKU MARU	39	3,520	344	24	MFM	134
EIHUKU MARU	18	5,866	385	30	MFM	189
EIKO MARU	40	3,535	340			
EIKO MARU	03	1,843	262			
EIKO MARU	18	1,164	215	20	MFM	93
EIKO MARU	37	3,026	303	23	MFM	106
EIYO MARU	29	8,674	461	63	MKMF	290
EIZAN MARU	13	4,702	383	38A	MFM	254
EIZAN MARU	15	1,680	249			
EIZYU MARU	97	2,455	302	24	MFM	140
EIZYUN MARU	16	2,156	268	24	MFM	147
ELBHOF	22	1,253	205			
ELDORADO	18	2,180	246	47	MMF	271
ELSIE MOLLER	04	1,136	210			
ENDAI MARU	19	3,461	331	38	MFM	230
ENDERTA	07	2,278	289			
ENGLAND MARU	19	5,830	385	30	MFM	189
ENZYU MARU	19	5,764	400	38	MFM	219
ERIE MARU	20	5,493	400	38	MFM	221
ERIMO	20	8,000	455	60	MKMFK	282
ESTERO	20	4,743	380	38	MFM	224
ESUTORU MARU	18	3,295	305	38	MFM	233
ETIZEN MARU	07	2,425	294			
EUGENIE LIVANOS	36	4,816	419	31	MFM	197
FATSHUN	33	2,639	241			

NAME	YEAR BUILT	GROSS TONNAGE	LENGTH	CODE		PAGE NO.
FAUSANG	21	2,256	285	11	MKFKM	59
FEDERLOCK	18	6,607	397	38	MFM	222
FENG YANG MARU	15	3,977	320			
FLORIDA MARU	25	5,845	405	38	KMFKM	253
FOLOZU	17	2,486	253	47	MMF	271
FRANCE MARU	19	5,828	385	30	MFM	189
FRANCIS GARNIER	03	1,243	229			
FRIDERUN	22	2,464	296			
FURIERE CONSOLINI	17	1,922	251	24	MFM	151
GENOTA (Tanker)	35	7,987	463	55	MKKMF	281
GANGES MARU	18	4,382	345	38	MFKM	248
GASSAN MARU	38	4,515	357	6	MFM	25
GENBU MARU	25	1,872	255			
GENKAI MARU	39	3,851	340	24A	MKFM	167
GENMEI MARU	17	3,181	305	38	MFM	233
GENOA MARU	19	6,785	425	30	MFM	185
GENYO MARU	37	10,019	503	55	MKMFK	277
GENZAN MARU	06	5,709	421	38	MFMK	239
GIHU MARU	21	2,933	305	38	MFM	233
GINYO MARU	21	8,613	445	16	MKFKM	91
GLASGOW MARU	19	5,831	385	30	MFM	189
GOKENZAN MARU	98	1,649	258	26	MFM	
GOKOKU MARU	18	5,822	385	30	MFM	189
GORYU MARU	40	1,912	272	46	MKMF	270
GOSEI MARU	37	1,931	272	46	MKMF	270
GOSYU MARU	39	8,592	443	15	MKFKM	78
GOUVERNEUR GENERAL MAURICE LONG	08	1,692	271			
GOUVERNEUR GENERAL PASQUIER	06	1,994	296	14	MFM	65
GOYO MARU	38	8,469	443	15	MKFKM	78
GOZAN MARU	19	3,213	305	38	MFM	233
GRAN	19	1,983	270	24	MFM	147
GRANITIERE PADULA	09	3,904	355	24	MMFM	159
GYOKO MARU	10	5,342	405	38	MFKMK	250
HAFTHOR	21	1,350	243			
HAGANE MARU	38	1,901	282			
HAGUE MARU	20	5,642	407	38	MFKMK	249
HAGURO MARU	28	3,353	340			
HAI PING	11	1,105	226	24	MFM	155
HAI TUNG	04	1,187	234			
HAKKA MARU	37	1,531	247			
HAKKAI MARU	38	5,114	422	15	MKFKM	79
HAKKAI MARU	39	2,921	309	24	MFM	
HAKKAISAN MARU	37	3,311	319	23	MFM	103
HAKKO MARU	17	6,035	402	65	MMF	292
HAKODATE MARU	19	5,303	400	38	MFMK	240
HAKONE MARU	21	10,420	495	11	MKFKM	57
HAKONESAN MARU	29	6,674	438	38	MKFKM	251
HAKOZAKI MARU	22	10,413	495	11	MKFKM	57
HAKOZAKI MARU	39	3,949	353	25	MKFM	176

NAME	YEAR BUILT	GROSS TONNAGE	LENGTH	CODE		PAGE NO.
HAKUAI MARU	98	2,615	312	14	MFM	65
HAKUBASAN MARU	28	6,650	438	38	MKFKM	251
HAKUSA	14	3,841	370	38A	MFM	255
HAKUSAN MARU	40	4,500	476			
HAKUSAN MARU	23	10,380	495	11	MKFKM	57
HAKUSAN MARU	20	2,197	270	24	MFM	147
HAKUSIKA MARU	17	8,151	445	30	MKFKMK	195
HAKUSIN MARU	14	1,482	254	45	MMF	
HAKUTETU MARU #7	36	1,018	206			
HAKUTETU MARU #11	37	1,297	219			
HAKUYO MARU	29	1,327	225	26	MFM	179
HALLDOR	25	1,515	262			
HAMBURG MARU	20	5,220	400	38	MFM	218
HANASAKI MARU	05	1,464	235	14	MFM	67
HANKOW MARU	19	4,105	345	24	MFM	132
HANNA	27	1,040	205			
HARADA MARU	03	4,109	374	4	CMFFM	13
HARADA MARU #7	19	1,269	225	26	MFM	181
HARALDSVANG	20	3,112	325	38	MFM	231
HARUNA MARU	22	10,421	495	11	MKFKM	57
HARUNA MARU	23	1,549	250	46	MMF	267
HATTENZAN MARU	18	1,180	220	24	MFM	157
HAURAKI	22	7,113	450	32	KMKFKMK	204
HAVANA MARU	20	5,652	407	38	MFKMK	249
HAVELLAND	21	6,334	449	40	MFKM	258
HAVRE MARU	20	5,457	400	38	MFM	220
HAVRE MARU	20	5,652	407	38	MFKMK	249
HAWAII MARU	15	9,467	475	22	MKFKM	99
HAYATOMO	24	8,000	455	60	MKMFK	282
HAYO MARU	21	5,446	400	38	MFM	220
HEIAN MARU	30	11,616	512	12	MFKMK	61
HEIAN MARU	17	1,507	240			
HEIAN MARU	21	5,346	400	38	MFM	219
HEIEI MARU #7	03	4,815	390	38	MFMK	238
HEIMEI MARU	19	4,364	345	38	MFKM	248
HEIRYO MARU	18	1,224	225	24	MFM	156
HEITO MARU	35	4,468	357	16	MFM	
HEITO MARU	35	4,468	357	16	MKFM	89
HEIYO MARU	30	9,816	460	12	MKFM	60
HELIOS	25	1,922	280			
HIBURI MARU	19	4,365	345	38	MFKM	248
HIDE MARU	30	5,256	401			
HIE MARU	30	11,621	512	12	MFKMK	61
HIKAWA MARU	30	11,622	512	12	MFKMK	61
HIKOSAN MARU	02	2,073	289	24	MFMK	160
HIMALAYA MARU	18	5,229	400	38	MFMK	240
HINKO MARU	36	5,419	398	45	MKMF	265
HINO MARU #5	40	2,725	308			
HINO MARU #3	37	4,391	360	23A	MKFKM	122
HINO MARU	29	2,666	315	24	KMFKM	164

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NAME	YEAR BUILT	GROSS TON-NAGE	LENGTH	CODE		PAGE NO.
HISANG	41	4,644	350			
HIRAN MARU	23	3,459	350			
HIRANO MARU	16	1,227	220	24	MFM	157
HIROKAWA MARU	40	6,872	480	15	MKFKM	73
HIROTA MARU	40	2,992	305	23	MFM	105
HIROTAMA MARU	39	1,911	272	46	MKMF	270
HISANG	41	4,644	350			
HITATI MARU	39	6,540	424	23A	MKFKM	121
HITERU MARU	19	5,857	385	30	MFM	189
HIYAMA MARU	20	6,173	412	32	MFM	199
HIYOSI MARU	41	4,850				
HIYOSI MARU	36	1,287	219			
HIYOSI MARU	37	4,046	352	23	MKFM	108
HOEISAN MARU	18	6,032	407	38A	MFKMK	257
HOHUKU MARU	18	5,825	385	30	MFM	189
HOKKAI MARU	33	8,416	447	15	MKFKM	77
HOKKI MARU	19	5,601	400	30	MFM	187
HOKKO MARU	40	5,385	399	45	MKMF	265
HOKKO MARU	07	4,471	355			
HOKKO MARU	18	5,347	400	38	MFM	219
HOKO MARU	23	1,514	251	46	MMF	267
HOKO MARU X RANDI	16	1,132	226	24	MKFMK	
HOKOKU MARU	38	2,800	270			
HOKOKU MARU	36	1,275	218			
HOKOKU MARU	39	10,439	500	10	MKFKM	48
HOKUAN MARU	38	3,712	351	24	MFM	129
HOKUMEI MARU	20	5,751	411	38	MFM	214
HOKUREI MARU	24	2,408	275	23A	MFM	109
HOKUROKU MARU	30	8,360	446	15	MKFKM	77
HOKURYU MARU	17	4,378	345	38	MFKM	248
HOKUSEI MARU	18	1,390	200	24	MFM	158
HOKUSEI MARU	18	1,285	228	24	MFM	154
HOKUSEI MARU	20	5,802	410	38	MFM	215
HOKUSEN MARU	20	2,256	252	24	MFM	150
HOKUSIN MARU	10	1,997	273	26	MFM	
HOKUSIN MARU	20	5,820	407	38	MFKMK	249
HOKUSUI MARU	98	3,945	345	24	MFM	132
HOKUSYO MARU	37	4,211	359	37	MFM	208
HOKUTAI MARU	18	5,220	400	38	MFM	219
HOKUTO MARU	23	2,270	270	24	MFM	147
HOKUYO MARU	19	1,590	240	24	MFM	154
HOKUYO MARU	36	4,217	357	37	MFM	208
HOKUYU MARU	24	1,450	233			
HOKUZYU MARU	18	4,246	380	38	MFKM	248
HOLLAND MARU	20	5,870	385	30	MFM	189
HONGKONG MARU	35	2,797	299	8	MFM	42
HORAI MARU	12	9,192	451	4	MFFKMK	14
HORAI MARU	39	1,083	203			
HORAI MARU	16	3,198	305	24	MFM	142
HORAIZAN MARU	20	1,999	270	24	MFM	147
HOSEI MARU	95	2,670	315	20	MFM	93
HOTEN MARU	28	3,975	360	3	MFFM	3
HOUN MARU	40	1,925	272	46	MKMF	270
HOYO MARU	36	8,692	474	54	MKMKFK	274
HOZAN MARU	14	1,176	219			
HOZAN MARU	07	2,344	306	7	MFM	36
HOZAN MARU	18	2,260	251	24	MFM	151
HOZYO MARU	20	2,417	251	24	MFM	151
HSIN YANG MARU	29	1,674	239			
HSING CHANG MARU	40	3,379	320			
HSING TUNG MARU	39	3,364	322			
HSING YA MARU	39	3,365	322			
HUA SHAN MARU	26	2,089	280			
HUKI MARU	18	2,453	284	24	MFM	144
HUKKAI MARU	20	3,830	345	24	MFM	130
HUKKO MARU	24	3,834	351	24A	KMFKM	174
HUKOKU MARU	20	2,852	320	38	MFM	
HUKUEI MARU	18	1,114	215	24	MFM	157
HUKUEI MARU	38	1,869	272	46	MKMF	270
HUKUEI MARU #2	39	1,899	272	46	MKMF	270
HUKUI MARU #2	17	1,578	235	24	MFM	153
HUKUKEN MARU	20	2,558	285	38	MFMK	244
HUKUSEI MARU	18	1,234	225	24	MFM	156
HUKUSEI MARU	20	5,822	400	38	MFM	219
HUKUSYU MARU	03	1,455	237	20	MFM	93
HUKUURA MARU	94	3,177	325	14	MFM	
HUKUYAMA MARU	36	3,581	335			
HUKUYO MARU	20	5,463	400	38	MFM	220
HUKUZYU MARU	19	5,731	400	38	MFM	219
HUONG HOI		3,860				
HUSIMI MARU	02	2,542	306	24	MFMK	160
HUSIMI MARU	14	10,936	505	11	MKFM	51
HUSIMI MARU	37	4,936	370	23	MFM	101
HUSIMI MARU	64	1,229	234	24	MFM	
HUSO MARU	08	8,196	475	4	MFFM	8
HUZAN MARU	20	1,633	260			
HUZAN MARU	07	1,972	286	24	MFM	
HUZI MARU	37	9,138	453	10	MKFM	44
HUZIKAWA MARU	38	6,938	437	24A	MKFKM	170
HUZISAN MARU	31	9,527	493	62	MKMF	285
HYOGO MARU	35	1,472	252	46	KMMFF	270
IBURI MARU	38	3,291	333	23	MFM	103
IKI MARU	40	3,519	336			
IKOMA MARU	25	3,156	353	24	MFM	137
IKOMASAN MARU	16	3,173	305	38	MFM	234
IKUSIMA MARU	36	3,944	366	23	MFM	102
IKUTA MARU	36	2,969	302	23	MFM	105
IMIZU MARU	39	2,925	305	23	MFM	107

NAME	YEAR BUILT	GROSS TON-NAGE	LENGTH	CODE			PAGE NO.
INARI MARU	41	4,200					
INDIA MARU	20	5,873	385	30	MFM		189
INDUS MARU	18	4,361	345	38	MFKM		248
IRO	22	8,000	455	60	MKMFK		282
IRIS	18	3,887	327	63	MMF		
ISIKARI MARU	38	3,291	330	23	MFM		103
ISSEI MARU	29	1,865	271	26	MFM		
ISSIN MARU	14	1,447	246	46	MMF		268
ISUZU MARU	39	2,866	322	45	MKMF		266
ITALY MARU	19	5,859	385	30	MFM		189
ITOSAKI MARU	18	1,236	218	24	MFM		157
ITUKUSIMA MARU	37	10,007	503	55	MKMFK		277
IWASIRO MARU	39	3,550	339				
IWATE MARU	21	2,985	305	38	MFM		233
IWAYO MARU	39	3,550	339				
IZAN MARU	18	5,475	410	38	MFM		215
JOAN MOLLER	18	2,232	270	24	MFM		147
KAGI MARU	07	2,334	306	7	MFM		36
KAGU MARU	36	6,807	453	15	MKFKM		76
KAGA MARU	41	9,310	482	15	MKFKM		72
KAHOKU MARU	31	3,311	337	24	MFM		135
KAIHEI MARU	34	4,576	362				
KAIHUKU MARU	17	3,177	305	24	MFM		142
KAIMEI MARU	19	5,254	400	38	MFM		219
KAINAN MARU	07	1,134	210	26	MFM		180
KAINEI MARU	20	1,010	200				
KAIO MARU	30	2,284	260				
KAIPING	05	2,563	312				
KAIRYU MARU	99	2,097	269	14	MFM		66
KAIRYU MARU	22	4,365	345	38	MFKM		248
KAISOKU MARU	31	1,126	221				
KAISYO MARU	38	4,164	364	37	MFM		207
KAISYO MARU	18	6,070	407	38A	MFKMK		257
KAISYU MARU	23	1,078	178				
KAIUN MARU #1	18	1,056	205				
KAIWA MARU	18	1,045	208				
KAIZYO MARU	39	3,271	312				
KAIZYO MARU	06	2,035	285	24	MFM		
KAIZYO MARU	37	8,637	475	54	MKMKFK		274
KALGAN	21	2,655	310				
KAMAKURA MARU	30	17,526	560	6	MFM		20
KAMIKAWA MARU	37	6,853	479	15	MMFM		73
KAMIKAZE MARU	37	4,916	370	23	MFM		101
KAMITU MARU	37	2,724	303	23	MFM		105
KAMO MARU	08	7,955	465	11	MKFM		52
KAMOGAWA MARU	38	6,441	439	23A	MKFMK		113
KAMOI MARU	37	5,356	391	37A	MFKM		211
KANAN MARU	31	3,293	337	24	MFM		135
KANAN MARU	20	2,567	285	38	MFMK		244
KANAYAMASAN MARU	41	4,200					

NAME	YEAR BUILT	GROSS TON-NAGE	LENGTH	CODE			PAGE NO.
KANCHOW	05	2,001	267				
KANDA MARU	20	2,220	251	24	MKFKM		163
KANKO MARU	38	2,929	298	23	MFM		107
KANKO MARU	17	1,288	230	24	MFM		154
KANKO MARU	03	2,995	325	38	MFMK		245
KANKYO MARU	18	3,204	305	38	MFM		233
KANO MARU	34	8,572	454	15	MKFKMK		81
KANO MARU	17	1,275	228	24	MFM		154
KANO MARU #3	18	1,708	250	26	MFM		178
KANSAI MARU	30	8,614	462	15	MKFKM		75
KANSEISI MARU	29	4,805	371	46	MKMF		268
KANTO MARU	30	8,607	462	15	MKFKM		75
KANTO MARU	18	1,547	240	24	MFM		153
KANZAKI MARU	18	1,285	221	24	MFM		155
KANZYO MARU	18	2,197	268	24	MFM		147
KANZYU MARU	26	7,267	430	11	MFMK		50
KARACHI MARU	19	5,860	385	30	MFM		189
KARAHUTO MARU	05	1,599	273				
KASDO MARU	00	6,003	401	7	MFM		33
KASAGI MARU	28	3,140	326	24	MFM		137
KASAGISAN MARU	25	2,427	285	38	MFM		235
KASII MARU	29	3,218	320				
KASII MARU	36	8,408	453	15	MKFKM		76
KASIMA MARU	13	9,908	490	7	MFM		29
KASUGA MARU	41	17,123	558	10	MKFKM		46
KASUGA MARU	36	3,968	351	23	MFM		102
KASUGA MARU	16	1,377	225	24	MFM		156
KASUGASAN MARU	25	2,427	284	38	MFM		235
KASYU MARU	19	5,460	400	38	MFM		220
KATHLEEN MOLLER	13	1,487	241	26	MFM		
KATORI MARU	13	9,849	490	7	MFM		29
KATORI MARU	38	1,920	270	46	MKMF		270
KATURA MARU	37	1,368	228	23	KMFM		108
KATURAGI MARU	31	8,033	446	15	MKFKMK		82
KATURAGISAN MARU	25	2,427	285	38	MFM		235
KATUURA MARU	16	1,725	250	26	MFM		178
KATYOSAN MARU	24	2,427	285	38	MFM		235
KAYO MARU	23	4,368	345	38	MFKM		248
KAZAN MARU	20	5,492	400	38	MFM		219
KAZAN MARU	36	1,893	270	46	MKMF		270
KAZUURA MARU	38	6,804	437	24A	MKFKM		170
KEHI MARU	39	4,523	357	6	MFM		25
KEIAN MARU	25	2,085	280				
KEIHUKU MARU	19	5,833	385	30	MFM		189
KEIHUKU MARU	21	3,428	360	3	KMFFM		7
KEIKI MARU	14	1,005	195				
KEIKO MARU	38	2,929	298	23	MFM		107
KEISIN MARU	39	1,434	225				
KEISYO MARU	29	5,879	417	24A	MKFMK		169
KEIUN MARU	21	1,921	256	24	MFM		150

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NAME	YEAR BUILT	GROSS TON-NAGE	LENGTH	CODE	PAGE NO.
KEIYO MARU	37	6,442	439	23A MKFMK	113
KEIZAN MARU	18	2,116	254	24 MFM	150
KEIZAN MARU	27	2,319	285	24 MFM	143
KEIZAN MARU	40	2,865	309	23 MFM	105
KEIZYO MARU	03	1,051	229		
KEIZYO MARU	40	2,626	308	23 MFM	105
KENKOKU MARU	20	3,128	331	38 MFM	230
KENKON MARU	35	4,575	362		
KENRYU MARU	35	4,576	362		
KENSIN MARU	40	3,126	318	23 MFM	104
KENSYO MARU	38	4,862	384	23A MKFM	110
KENYO MARU	38	6,470	439	23A MKFKM	120
KENYO MARU	39	10,022	502	55 MKMFK	277
KENZAN MARU	19	4,705	377	38 MFM	225
KHAI DINH	14	5,110	380	7 MFM	
KIA-WO	25	1,311	203		
KIANGSU	21	2,661	310		
KENZYO MARU	05	3,142	325	24A MKFM	168
KIHUNE MARU	18	1,606	240	24 MFM	154
KIKUKAWA MARU	37	3,833	355	23A MKFM	111
KIMIKAWA MARU	37	6,863	480	15 MKFKM	73
KIMISIMA MARU	38	5,193	400	23A MKFM	109
KINAI MARU	30	8,360	446	15 MKFKM	77
KINE MARU	24	2,193	286	24 MFM	144
KINKA MARU	37	9,305	482	15 MKFKM	72
KINKAI MARU	17	5,709	385	30 MFM	189
KINKASAN MARU	11	4,981	380	38 MFMK	242
KINKO MARU	17	1,268	229	24 MFM	154
KINOTO MARU	38	1,561	261		
KINPOSAN MARU	36	3,261	330	37 MFM	209
KINRYO MARU	05	4,390	370	38 MMFMM	249
KINRYUZAN MARU	18	1,370	228	24 MFM	154
KINRYU MARU	38	9,310	482	15 MKFKM	72
KINRYU MARU	20	6,524	413	31 MFKM	197
KINSEN MARU	37	3,081	318	23 MFM	104
KINSYU MARU	19	5,591	411	38 MFM	214
KINUGASA MARU	36	8,407	456	15 MMFM	76
KINUGAWA MARU	38	6,937	437	24A MKFKM	170
KINYAMA MARU	41	2,500			
KINZYOSAN MARU	36	3,262	333	37 MFM	209
KIRI MARU	41	2,800			
KIRIHA MARU	19	3,057	331	38 MFM	230
KIRIKAWA MARU	37	3,836	355	23A MKFM	111
KIRISIMA MARU	31	8,121	443	15 MKFKMK	82
KISO MARU	20	4,071	345	24 MFM	130
KISOGAWA MARU	40	1,914	272	46 MKMF	270
KISYU MARU	20	2,549	285	38 MFMK	244
KISYUN MARU	18	1,864	250	26 MFM	178
KITAKATA MARU	01	2,380	287	24 MFM	144
KITANO MARU	09	7,952	465	11 MKFM	52
KITAYAMA MARU	18	1,000	190		
KITUGAWA MARU	40	1,914	272	46 MKMF	270
KITURIN MARU	35	6,783	427	6 MFM	23
KIYO MARU	12	4,428	390	30 MFM	190
KIYO MARU	02	2,794	320	38 MFM	232
KIYO MARU	30	7,251	417	55 MMF	275
KIYOKAWA MARU	37	6,863	479	15 MKFKM	73
KIYOSUMI MARU	34	8,614	454	15 MKFKM	76
KIYOTADA MARU	36	3,080	305	45 MMF	264
KIZAN MARU	18	5,072	405	38 MFM	217
KOA MARU	32	2,026	266	25 MFM	176
KOAN MARU	36	7,080	415	3 MFFM	2
KOAN MARU	05	4,306	377		
KOAN MARU	36	3,463	348		
KOAN MARU	24	3,184	305	38 MFM	234
KOBE MARU	40	7,938	430	6 MFM	22
KOEI MARU	34	6,774	436	24A MKFKM	171
KOGA MARU	37	1,535	246		
KOGANE MARU	36	1,906	244	6 MFM	27
KOGANE MARU	38	3,132	318	23 MFM	104
KOGEN MARU	19	2,963	305	38 MFM	233
KOGYO MARU	38	6,353	423	23A MKFKM	121
KOGYOKU MARU	39	1,925	272	46 MKMF	270
KOHOKU MARU	15	2,574	285		
KOHUKU MARU	34	3,210	318	23 MFM	104
KOHUKU MARU	39	1,925	272	46 MKMF	270
KOKAI MARU	39	3,871	340	23A MKFM	112
KOKAI MARU	18	1,269	227	24 MFM	154
KOKI MARU	21	5,291	388	38 MFM	222
KOKO MARU	22	1,521	240		
KOKOKU MARU	41	3,500			
KOKOKU MARU	41	10,300	540	10 MKFKM	48
KOKURYU MARU	37	7,369	426	6 MFM	24
KOKURYU MARU	21	6,113	407	38A MFKMK	257
KOKUYO MARU	38	10,027	503	55 MKMFK	277
KOMABASI	13	1,125	227	26 MFM	182
KOMAKI MARU	33	8,250	554	15 MKFKMK	82
KONAN MARU	15	2,627	285		
KONAN MARU	02	1,333	230		
KONAN MARU	18	5,227	400	38 MFMK	240
KONEI MARU	30	2,345	291	24 KMKFKMK	165
KONGO MARU	36	7,082	415	3 MFFM	2
KONGO MARU	35	8,640	454	15 MKFKM	76
KONGOSAN MARU	27	2,116	280	24 MFM	
KONSAN MARU	29	2,733	327	24 MFM	136
KONTUM	23	1,565	263		
KONZAN MARU	19	5,488	410	38 MFM	215
KOREI MARU	04	2,487	305	24A MKFMK	170
KORYU MARU	19	2,170	251	24 MKFKM	164
KORYU MARU	31	6,680	436	24A MKFKM	171

NAME	YEAR BUILT	GROSS TON-NAGE	LENGTH	CODE		PAGE NO.
KOSEI MARU	24	2,205	286	24	MFM	144
KOSEI MARU	37	3,551	341	24	MFM	134
KOSEI MARU	33	6,668	436	24A	MKFKM	171
KOSEI MARU	20	8,223	450	35	KMFKMK	205
KOSEI MARU	20	5,430	400	38	MFM	231
KOSEI MARU	19	3,263	324	38	MFM	219
KOSIN MARU	38	6,530	424	23A	MKFKM	121
KOSIN MARU	17	1,868	251	24	MFM	151
KOSIN MARU	24	5,485	407	38	MFKMK	249
KOSO MARU	17	3,178	305	38	MFM	234
KOSYO MARU	40	1,365	226			
KOSYU	04	2,080	253	24	MFM	152
KOSYU MARU	11	2,812	298	24	MFM	140
KOSYU MARU	37	2,612	295	23	MFM	105
KOTAI MARU	41	2,800				
KOTI MARU	20	2,910	305	38	MFM	233
KOTO MARU	39	1,053	200			
KOTO MARU	37	3,557	341	24	MFM	134
KOTOHIRA MARU	18	6,101	407	38A	MFKMK	257
KOTOKU MARU	37	6,702	436	24A	MKFKM	171
KOTU MARU	02	1,541	240			
KOWA MARU	40	1,107	212			
KOWA MARU	09	3,217	331	7	MFM	35
KOWA MARU	06	4,520	370	38	MFM	226
KOYO MARU	19	3,010	311	24	MFM	139
KOYO MARU	19	5,471	400	38	MFM	220
KOYU MARU	21	5,325	400	38	MFMK	240
KOZAN MARU	35	4,180	360	24	MFM	128
KOZUI MARU	37	7,072	436	24A	MKFKM	171
KOZYO-MARU	25	1,684	249			
KOZYUN MARU	17	2,177	268	24	MFM	147
KOZYUN MARU	24	1,931	255	24	MFM	150
KUMAGAWA MARU	34	7,509	436	24A	MKFKM	170
KUNIKAWA MARU	37	6,863	480	15	MKFKM	73
KUNISIMA MARU	37	4,083	364	37	MFM	207
KUNITAMA MARU	41	3,360				
KUNITU MARU	37	2,722	303	23	MFM	105
KURAMASAN MARU	27	1,995	276	24	KMFKM	165
KURAMA MARU	31	6,789	438	43	MKKMK	259
KURENAI MARU	24	1,547	238	5	MFM	19
KURETAKE MARU	25	5,175	405	38	MFM	217
KURETAKE MARU	38	1,924	272	46	MKMF	270
KUROHIME MARU	20	4,697	385	38A	MFM	254
KUROKAMISAN MARU	18	1,242	228	24	MFM	154
KUROSIO MARU	38	10,519	505	54	MKMF	272
KUSUYAMA MARU	19	5,307	400	38	MFM	219
KUT-WO	95	2,665	290			
KUWAYAMA MARU	16	5,725	424	38	MFM	213
KYODO MARU #13	96	1,999	285	14	MFM	66
KYODO MARU #28	19	1,506	258			
KYODO MARU #36	29	1,500	240			
KYODO MARU	14	1,090	190	58	MMF	282
KYOEI MARU #2	40	1,157	209			
KYOKKO MARU	20	6,783	425	30	MKFKM	195
KYOKUSEI MARU	20	5,493	411	38	MFM	214
KYOKUTO MARU	34	10,052	502	55	MKMFK	279
KYOKUYO MARU	38	17,549	535	65	MKMKF	293
KYUSYU MARU	40	6,600	435	23A	MKFKM	120
KYUSYU MARU	37	8,666	467	15	KMKFKMK	88
LA MAIRE		3,271				
LAOS	18	1,467	265			
LATOUCHE	10	2,156	240			
LIMA MARU	20	6,989	445	38	MFKM	246
LISBON MARU	20	7,053	445	38	MFKM	246
LIVERPOOL MARU	19	5,866	385	30	MFM	189
LONDON MARU	21	7,191	451	38	MFM	212
LOONGWO	06	3,923	330			
LUSYAN MARU	20	2,531	285			
LYONS MARU	20	7,018	445	38	MFKM	246
MACASSAR MARU	20	4,026	345	24	MFM	131
MADRAS MARU	19	3,802	345	24	MFM	130
MAEBASI MARU	21	7,005	445	38	MFKM	246
MAGANE MARU	40	3,120	318	23	MFM	104
MAGANE MARU	29	1,416	241			
MAKO MARU	03	1,398	236	24	MFM	153
MALTA MARU	19	5,500	400	38	MFM	221
MAMIYA	23	15,850	475	22	MMFKM	98
MAMIYA MARU	29	1,127	210			
MANILA MARU	15	9,486	475	22	MKFKM	99
MANKO MARU	23	1,503	250	46	MMF	267
MANKO MARU	35	4,472	364	15	MKFM	71
MANSEI MARU	19	7,770	425	30	MFKM	192
MANSYU MARU	12	3,054	324	7	MFM	36
MANSYU MARU	21	5,267	400	38	MFMK	240
MANTAI MARU	19	5,864	385	30	MFM	189
MANYO MARU	37	2,904	305	23	MFM	105
MANZYU MARU	39	2,298	262	6	MFM	26
MANZYU MARU	25	7,267	431	11	MFMK	50
MANZYU MARU	19	5,877	385	30	MFM	189
MANZYU MARU	21	6,515	420	63	MMF	288
MAOKA MARU	17	1,219	220	24	MFM	157
MAREI MARU	05	4,557	380	24	MFM	128
MARION	06	1,185	222			
MARY MOLLER	02	2,698	326			
MASAKI MARU	17	1,230	220	24	MFM	157
MASAKI MARU #2	18	1,224	220	24	MFM	157
MASUYAMA MARU	96	3,690	339	24	MFM	132
MATUE MARU	21	7,061	445	38	MFKM	246
MATUEI MARU	38	1,878	272	46	MKMF	270
MATUMAE MARU	24	3,429	350	7	MFM	34

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NAME	YEAR BUILT	GROSS TONNAGE	LENGTH	CODE	PAGE NO.
MATUKAWA MARU	38	3,826	355	23A MKFM	111
MATUMOTO MARU	21	7,025	445	38 MFKM	246
MATUURA MARU	13	3,185	331	38 MFM	230
MAUBAN	00	1,253	230		
MAYA MARU	25	3,145	352	24 MFM	137
MAYATI MARU	16	2,159	268	24 MFM	147
MEIGEN MARU	20	5,441	400	38 MFM	220
MEIKAI MARU	17	3,198	305	38 MFM	234
MEIKO MARU	18	4,383	345	38 MFKM	248
MEISAN MARU	20	5,752	411	38 MFM	214
MEISEI MARU	17	1,893	251	24 MKFKM	163
MEISHO MARU	41	4,200	476		
MEITEN MARU	38	4,474	364	46 MKMF	269
MEIU MARU	18	8,230	445	30 MKFKMK	195
MEIYO MARU	40	5,628	407	37 MFM	206
MEIZI MARU	37	1,934	270	46 MKMF	270
MELBOURNE MARU	30	5,423	380	16 MKFKM	91
MENADO MARU	22	2,163	270		
MEXICO MARU	10	5,785	400	24A MKFKM	173
	28	1,730	243		
MIDORI MARU	28	1,547	238	5 MFM	19
MIDORI MARU	19	5,827	385	30 MFM	189
MIE MARU	20	2,914	305	38 MFM	233
MIHARU MARU	99	3,857	356		
MIHUKU MARU	18	1,206	200	24 MFM	158
MIIKE MARU	41	11,400	503		
MIIKESAN MARU	16	3,179	305	38 MFM	234
MIJER	14	1,873	278		
MIKAGE MARU	97	2,761	316	24 MFM	139
MIKAGE MARU #3	28	3,111	331	24A KMFKM	175
MIKAGE MARU #8	12	3,371	342	38 MFMK	245
MIKAGE MARU #18	37	4,319	360	23A MKFM	111
MIKAGE MARU #20	40	2,718	308	23 MFM	105
MIKASA MARU	28	3,143	325	24 MFM	137
MIKUNI MARU	21	5,500			
MIKUNI MARU	18	1,015	194		
MILAN MARU	20	5,467	400	38 MFM	220
MINDANAO	18	5,236	401	38 MMFK	235
MING SANG	34	3,420	329	8 MFM	42
MINRYO MARU	38	2,195	257	23 MFM	
MIRAMAR	38	1,555	256		
MISAKI MARU	07	4,422	376	38 MFMK	243
MISIMA MARU	41	11,400	503		
MISIMA MARU	39	1,930	270	46 MKMF	270
MITAKESAN MARU	37	4,442	364	37 MFM	207
MITI MARU	14	1,384	245	20 MFM	93
MITO MARU	21	7,061	445	38 MFKM	246
MITU MARU	19	5,682	400	30 MMF	184
MITUKI MARU	99	3,894	350	38 MFM	226
MIYADONO MARU	18	5,196	400	38 MFM	219
MIYAURA MARU	19	1,856	250	26 MFM	178
MIYAZAKI MARU	40	3,944	353	25 MKFM	176
MIYO MARU	97	1,455	237	20 MFM	93
MIZUHO MARU	12	8,506	460	7 MFM	30
MOGAMIGAWA MARU	34	7,497	436	24A MKFKM	170
MOHLENHOF	14	3,407	290		
MOMOHA MARU	18	3,103	331	38 MFM	230
MOMOKAWA MARU	41	3,800	354	23A MKFM	111
MOMOYAMA MARU	18	5,217	400	38 MFM	219
MONTEVIDEO MARU	26	7,267	430	11 MFMK	50
MONTREAL MARU	22	6,577	405	32 MFKM	203
MORAZAN	08	2,984	300	26 MFM	177
MORIOKA MARU	20	4,469	360	38 MFM	228
MOSEL	27	8,428	509	16 MMFMM	90
MOZI MARU	22	9,831	345	24 MFM	132
MUKO MARU	37	4,862	370	37 MFM	206
MUNAKATA MARU	30	3,302	321		
MUNLOCK	17	5,240	370	38 MFM	
MURASAKI MARU	21	1,597	230	5 MFM	19
MURO MARU	26	1,607	230	5 MFM	19
MURORAN MARU	19	5,374	400	38 MFMK	240
MUROTO	18	8,215	345	24 MFM	133
MUROTO MARU	22	1,257	215		
MYOGI MARU	38	4,021	363	37 MFM	208
MYOHO MARU	39	4,122	364	37 MFM	208
MYOKEN MARU	38	4,124	360	37 MFM	208
MYOKO MARU	37	5,081	422	15 MKFKM	79
MYOKO MARU	39	4,103	364	37 MFM	208
NAGANO MARU	17	3,824	345	24 MFM	130
NAGARA MARU	34	7,149	450	23A MKKFKM	125
NAGATA MARU	36	2,969	305	23 MFM	105
NAGATO MARU	18	5,901	385	30 MFM	189
NAGISAN MARU	31	4,391	362	46 MKMF	269
NAGOYA MARU	32	6,071	407	24A MKFM	167
NAKO MARU	34	7,145	450	23A MKKFKM	125
NAM YONG	17	1,345	240		
NAMINOUE MARU	36	4,731	351	8 MFM	41
NANA MARU	40	6,764	439	23A MKFKM	119
NANIWA MARU	37	4,858	370	37 MFM	206
NANKA MARU	06	4,065	361	38 MFM	227
NANKAI MARU #1	38	1,163	217		
NANKAI MARU #2	40	1,961	272	46 MKMF	270
NANKAI MARU	33	8,416	447	15 MKFKM	77
NANKING MARU	14	3,006	305	38 MFM	233
NANKO MARU	16	4,714	385	38 MFM	223
NANMAN MARU	21	6,551	405	32 MFKM	203
NANNEI MARU	23	2,486	296		
NANPO MARU	40	1,200	220		
NANREI MARU	24	2,408	275	23A MFM	109

NAME	YEAR BUILT	GROSS TONNAGE	LENGTH	CODE		PAGE NO.
NANSIN MARU	14	4,806	385	38	MFM	223
NANYO MARU	23	3,610	345	14	MFM	63
NAPLES MARU	19	5,825	385	30	MFM	189
NARUTO MARU	00	1,288	238			
NARUTO	24	8,000	455	60	MKMFK	282
NARUTO MARU	34	7,149	450	23A	MKKFKM	125
NASE MARU	17	1,219	220			
NASUSAN MARU	31	4,399	362	46	MKMF	269
NATI MARU	26	1,607	230	5	MFM	19
NATISAN MARU	31	4,434	340	23	MFM	103
NEKKA MARU	35	6,784	427	6	MFM	23
NEEDWOOD	04	2,042	280			
NGOW HOCK	20	1,329	243			
NICHIAI MARU	40	8,100	503			
NICHIUN MARU	41	3,700	344			
NIHONKAI MARU	32	2,681	299	24	MFM	141
NIIGATA MARU	03	2,069	283	24	MFM	
NIITAKA MARU	04	2,478	294			
NIKKAI MARU	38	2,562	298	23	MFM	105
NIKKAI MARU	18	5,857	385	30	MFM	189
NIKKO MARU	03	5,058	428	7	MFM	31
NIKKO MARU	19	3,098	331	38	MFM	230
NITIKOKU MARU	41	2,940	305	23	MFM	
NIKKYO MARU	18	1,402	235	24	MFM	153
NINGPO	38	6,097	462	15	MKKFKMK	87
NINGPO MARU	40	3,764	307			
NIPPO MARU	36	3,764	353	23A	MKFM	111
NIPPON MARU	36	9,974	499	55	MKMFK	278
NISIKI MARU	34	1,848	243	6	MFM	27
NISIYAMA MARU	21	3,017	311	24	MFM	139
NISSAN MARU	38	6,534	424	23A	MKFKM	121
NISSEI MARU	00	2,876	320	38	MFM	232
NISSHUN MARU	41	6,100				
NISSIN MARU	16	1,179	223	24	MFM	157
NISSIN MARU #3	04	2,708	318	38	MFM	232
NISSIN MARU	36	16,764	537	65	MKMKF	293
NISSIN MARU #2	37	17,553	537	65	MKMKF	293
NISSO MARU #2	06	4,342	385	38	MFM	237
NISSYO MARU #1	37	1,362	226			
NISSYO MARU #12	36	1,199	220			
NISSYO MARU #16	39	1,174	217			
NISSYO MARU #8	16	1,174	223	24	MFM	157
NISSYO MARU	19	2,827	281	24A	MKFM	168
NISSYO MARU	39	6,527	420	24A	MKFKM	172
NISSYO MARU	38	10,526	529	54	MKMFK	273
NISSYU MARU	17	7,786	411	30	MFM	186
NITIAI MARU	19	5,439	400	38	MFM	220
NITIAN MARU	12	6,198	440	30	MFM	184
NITIEI MARU	38	2,436	281			
NITIEI MARU	19	2,012	251	24	MFM	151
NITIEI MARU	38	10,020	503	55	MKMFK	277
NITIHO MARU	12	6,363	440	30	MFM	184
NITII MARU	39	6,543	420	23A	MKFKM	121
NITIMAN MARU	17	1,922	250	26	MFM	178
NITIMEI MARU	12	4,693	400	30	MFM	186
NITIRAN MARU	38	6,500	417	24A	MKFKM	172
NITIRO MARU	39	6,534	424	23A	MKFKM	121
NITIREN MARU	19	5,460	400	38	MFM	220
NITIRYO MARU	39	2,750	305	23	MFM	105
NITIRYU MARU	19	5,447	400	38	MFM	220
NITIWA MARU	09	4,955	400			
NITIYU MARU	38	6,817	452	23A	MKFKM	119
NITTA MARU	39	17,150	558	10	MKFKM	46
NITTAI MARU	21	6,484	420	30	MFMK	191
NITTO MARU	20	2,186	272	24	MFM	147
NITTOKU MARU	05	3,591	350	30	MFM	190
NITTU MARU	17	2,184	268	24	MFM	147
NOBORIKAWA MARU	22	2,182	268	24	MFM	147
NODA MARU	12	1,242	225			
NORFOLK MARU	21	6,576	405	32	MFKM	203
NORSE CARRIER	13	3,365	349			
NORWAY MARU	20	5,832	385	30	MFM	189
NOJIMA	18	8,215	345	24	MFM	133
NOSIRO MARU	34	7,189	450	23A	MKKFKM	125
NOSIRO MARU	19	2,333	251	24	MFM	150
NOTO MARU	34	7,191	450	23A	MKKFKM	125
NOTORO MARU	17	1,229	220	24	MFM	157
NOZIMA MARU	35	7,190	450	23A	MKKFKM	125
OGASAWARA MARU	06	1,403	243	14	KMFM	69
OGASIMA MARU	36	1,425	242			
OHIO MARU	20	5,873	385	30	MFM	189
OIJAWA MARU	41	6,100				
OKINAWA MARU	96	2,254	296			
OKINOYAMA MARU #5	32	1,544	251			
OKITU MARU	39	6,666	435	23A	MKFKM	120
OKUNI MARU	01	5,633	420	24	MFMK	159
OKUYO MARU	38	2,904	305	23	MFM	105
OLYMPIA MARU	27	5,612	405	24A	KMFKM	174
OMI MARU	12	3,393	346	22	MFM	97
OMUROSAN MARU	37	9,205	491	55	MKMFK	280
ONDO	23	8,000	455	60	MKMFK	282
ONO MARU #14	18	1,278	220	24	MFM	157
ONO MARU #18	21	1,369	225	24	MFM	156
ONOE MARU	40	6,667	437	23A	MKFKM	120
ONSYU MARU	04	1,185	229			
OP TEN NOORT	27	6,076	425	9	CMFMC	44
OREGON MARU	20	5,873	385	30	MFM	189
ORIDONO MARU	17	5,278	400	38	MFMK	240
ORYOKU MARU	37	7,363	426	6	MFM	24

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NAME	YEAR BUILT	GROSS TON-NAGE	LENGTH	CODE		PAGE NO.
OSAKA MARU	22	3,741	345	24	MFM	132
OSUMI MARU	06	1,284	235	14	MFM	67
OTOMARI	21	2,300	200	3	MFFM	4
OTOWASAN MARU	36	9,205	491	55	MKMFK	280
OYO MARU	21	5,458	400	38	MFM	220
PACIFIC MARU	20	5,873	385	30	MFM	189
PALAO MARU	34	4,495	362	8	MFM	40
PANAMA MARU	10	5,288	400	24A	MKFKM	173
PAOWO	30	2,517	281			
PARIGI	22	1,172	230			
PASIR	22	1 187	232			
PAULA (TANKER)	27	2,770	305	58	MF	281
PAZ	14	4,260	364	38	MFM	226
PEKING MARU	37	2,289	265	6	MFM	26
PEKING MARU	14	3,011	305	38	MFM	233
PENANG MARU	13	5,214	405			
PLEIADES	18	4,620	370	38	MFM	227
PRESIDENT HARRISON	21	10,509	502	9	KMFMK	43
RAKUTO MARU	35	2,962	298	23	MFM	107
RAKUYO MARU	21	9,419	460	11	MKFM	53
RAMB II	37	3,685	383	15	MFM	71
RAMONA	20	3,513	324	38	MFM	231
RANDI	16	1,132	226	24	MKFMK	162
RASIN MARU	19	5,454	401	38	MFM	219
RASYU MARU	01	2,347	276			
REIYO MARU	20	5,446	400	38	MFM	220
RIJO MARU	96	1,544	279			
REKIZAN MARU	18	1,311	228	24	MFM	154
RIKKO MARU	32	9,181	477	62	MMF	283
RIO GRANDE	39	6,062	447	21	MKFKM	96
RIO DE JANEIRO MARU	30	9,627	461	10	MFMK	45
RISSYUN MARU	06	4,441	370	38	MFKMK	250
ROKKO MARU	23	3,038	316	24	MFM	138
ROKKOSAN MARU	11	2,175	276	46	MMF	267
ROKO MARU	12	3,328	335	38	MFMK	245
ROKUSAN MARU	17	1,059	208	24	MFM	158
RONSAN MARU	29	2,735	327	24	MFM	136
ROOSE BOOM	26	1,035	230			
ROSON MARU	05	1,679	261			
RYOGA MARU	29	1,268	230			
RYOHU MARU	37	1,180	227	6	MFM	28
RYOKA MARU	03	5,308	412	30	MFM	185
RYOKAI MARU	11	4,655	380	38	MFKM	224
RYOTOKU MARU	38	3,483	347	37	MFM	209
RYOYO MARU	31	5,974	415	38	MFMK	239
RYUA MARU	40	1,925	272	46	MKMF	270
RYUHO MARU #1	18	2,241	270	24	MFM	147
RYUHO MARU #2	17	2,230	270	24	MFM	147
RYUKO MARU	36	5,626	396	45	MKMF	265

NAME	YEAR BUILT	GROSS TON-NAGE	LENGTH	CODE		PAGE NO.
RYUKO MARU	35	2,962	298	23	MFM	107
RYUNAN MARU	11	5,106	400	38	MFM	218
RYUOSAN MARU	39	2,456	279			
RYUSEI MARU	04	2,088	288	24	MFM	141
RYUSEI MARU	11	4,797	385	38	MFM	223
RYUTO MARU	12	3,311	333	38	MFMK	245
RYUUN MARU	18	6,538	412	29	MFKM	183
RYUWA MARU	13	1,240	229	26	MFM	
RYUYO MARU	20	6,707	400	30	MFM	188
RYUZAN MARU	20	4,720	377	38	MFM	225
RYUZIN MARU	07	6,243	431	24	MKFKM	163
SADO MARU	39	7,180	480	15	MKFKKM	83
SAGA MARU	19	2,150	275	24	MFM	147
SAGAMI MARU	40	7,100	476	15	MKFKKM	83
SAGARA MARU	40	7,189	480	15	MKFKKM	83
SAGAWA MARU	18	1,186	220	24	MFM	157
SAIGON MARU	37	5,350	376	16	MKFKM	92
SAIHO MARU	18	4,639	385	38	MFM	223
SAIKYO MARU	36	1,293	218			
ST. QUENTIN	15	3,528	349			
SAINT VINCENT DE PAUL	19	1,339	237			
SAIPAN MARU	36	5,533	382	8	MFM	39
SAISYU MARU	97	2,083	290	24	MFM	141
SAITU MARU	11	1,037	226	20	MFM	
SAKAE MARU	02	2,879	320	38	MFM	232
SAKISIMA MARU	18	1,224	220	24	MFM	157
SAKITO MARU	38	7,126	479	15	MKFKKM	83
SAKURA MARU	39	7,167	480	15	MKFKKM	83
SAKURAZIMA MARU	18	1,281	225	24	MFM	155
SAMARANG MARU	20	4,013	345	24	MFM	130
SAMUI (TANKER)	36	1,458	240	54	MMF	272
SAN CLEMENTE MARU	37	7,335	432	62	MMFK	284
SAN DIEGO MARU	28	7,269	430	63	MMF	287
SAN FRANCISCO MARU	19	5,831	385	30	MFM	189
SAN LUIS MARU	28	7,269	430	63	MMF	287
SAN PEDRO MARU	27	7,269	430	63	MMF	287
SAN RAMON MARU	35	7,309	432	62	MMFK	284
SAN YO MARU	30	8,360	446	15	MKFKM	77
SANKA MARU	18	2,495	285	38	MFM	234
SANKO MARU	39	5,461	396	45	MKMF	265
SANKO MARU	37	4,958	370	23	MFM	101
SANSEI MARU	36	3,267	336	24	MFM	135
SANSEI MARU	36	2,386	285	25	MKFKM	176
SANTEN MARU	18	1,210	226	24	MFM	154
SANTO MARU	99	1,890	260			
SANTO MARU	31	3,267	336	24	MFM	135
SANTYO MARU	18	1,215	226	24	MFM	154
SANUKI MARU	39	7,158	480	15	MKFKKM	83
SANZIN MARU	19	2,500	285	38	MFM	234
SAPPORO MARU #11	00	2,820	320	24	MFM	138

NAME	YEAR BUILT	GROSS TONNAGE	LENGTH	CODE		PAGE NO.
SAPPORO MARU #12	03	2,865	320	38	MFMK	244
SASAKO MARU	41	7,100	476	15	MKFKKM	83
SATA	21	8,000	455	60	MKMFK	282
SATUMA MARU	18	3,089	331	38	MFM	230
SAWA MARU	03	1,264	227	24	MFM	153
SCHARNHORST	35	18,184	626	10	KMKFKMK	49
SEATTLE MARU	09	5,774	420	24A	MKFKM	172
SEIA MARU	39	6,658	439	23A	MKFKM	119
SEIAN MARU	11	1,900	272	24	MFM	143
SEIAN MARU	38	3,712	351	24	MFM	129
SEIKAI MARU	40	2,663	307	23	MFM	105
SEIKAI MARU	20	3,180	305	38	MFM	233
SEIKAI MARU	19	3,109	331	38	MFM	230
SEIKAN MARU #1	26	2,326	356	24	MFM	129
SEIKAN MARU #2	30	2,493	360	24	MFM	129
SEIKAN MARU #3	39	2,787	361	4	MFFM	10
SEIKO MARU	40	5,385	393	45	MKMF	265
SEIKYO MARU	34	2,608	298	23	MFM	105
SEIKYO MARU	21	2,565	285	38	MFMK	244
SEIRYU MARU	26	1,900	255	24	MFM	150
SEISIN MARU	20	1,325	233	24	MFM	154
SEISTAN	90	2,455	305			
SEISYO MARU	19	5,464	410	38	MFM	215
SEISYU MARU	18	1,224	217			
SEITAI MARU	18	3,405	331	38	MFM	230
SEIWA MARU	17	1,317	227	24	MFM	155
SEIWA MARU	14	7,210	470	24	MKFKM	162
SEIZAN MARU #2	37	1,898	272	46	MKMF	270
SEIZAN MARU	18	2,018	251	24	MFM	151
SEIZAN MARU	18	4,233	380	38	MFKM	248
SEKIHO MARU	20	5,402	400	38	MFM	219
SEKKO MARU	17	3,183	305	38	MFM	234
SEMIRAMIS (TANKER)	21	5,792	412	63	MMF	288
SENKAI MARU	26	2,101	275	24	MFM	146
SENKO MARU	35	4,472	364	15	MKFM	71
SENSAN MARU	29	2,776	327	24	MFM	136
SENYO MARU	37	2,904	305	23	MFM	105
SENZAN MARU	18	1,144	225	24	MFM	155
SETUYO MARU	21	4,147	340			
SHANGHAI MARU	23	5,259	395	4	MFFMK	11
SHANGHAI MARU	19	4,104	345	24	MFM	132
SHINAI	20	2,410	251	24	MFM	151
SHINHWA	04	1,460	230			
SHUN CHIH	02	1,881	280			
SIAOE	21	1,573		24	MFM	153
SIBAZONO MARU	03	1,829	256			
SIBERIA MARU	09	3,461	351	7	MFM	33
SIBOLGA	19	1,370	238			
SIGLI	20	1,579	250	24	MFM	153
SIKISAN MARU	25	4,725	400	32	MFMK	199
SIMA MARU	20	1,987	270	24	MFM	147
SIN AI MARU	21	3,794	345	24	MFM	130
SIN AN MARU	18	1,278	230	24	MFM	154
SIN I MARU	20	3,812	345	24	MFM	130
SINANO MARU	00	6,254	445	24	MKFM	161
SINANOGAWA MARU	33	7,503	436	24A	MKFKM	170
SINGAPORE MARU	19	5,859	385	30	MFM	189
SINGO MARU	17	4,740	360	38	MFM	228
SINGU MARU	90	2,746	345	7	MFM	34
SINHUKU MARU	18	2,204	272	24	MFM	147
SINKO MARU	41	3,100	318	23	MFM	104
SINKO MARU	38	2,578	298	23	MFM	105
SINKO MARU	35	6,480	436	23A	MKFMK	113
SINKOKU MARU	39	10,020	503	55	MKMF	275
SINKYO MARU	32	2,672	298	23	MFM	105
SINKYO MARU	18	5,139	400	38	MFM	219
SINMEI MARU	02	2,578	290	24	MFM	
SINNO MARU	12	4,888	390	38	MFM	222
SINRYU MARU	37	4,936	366	23	MFM	101
SINRYU MARU	18	3,182	305	38	MFM	233
SINSEI MARU	17	4,747	360	38	MFM	228
SINSEI MARU #18	41	2,800				
SINSEI MARU #6	38	4,925	371	23	MFM	101
SINSEI MARU #3	18	1,257	220	24	MFM	157
SINSEI MARU #17	19	2,556	251	24	MFM	151
SINSEI MARU #5	19	2,599	254	24	MFM	151
SINSEI MARU #1	19	5,879	385	30	MFM	189
SINSOKU MARU	16	3,203	305	24	MFM	142
SINSYO MARU	36	4,837	373	37	MKFKM	211
SINSYU MARU	33	4,180	360	24	MFM	128
SINTEN MARU	17	1,255	223	24	MFM	155
SINTO MARU	19	1,215	220	24	MFM	157
SINTO MARU	19	2,246	272	24	MFM	147
SINTO MARU #1	39	1,925	272	46	MKMF	270
SINTOKU MARU	24	2,518	280			
SINTON MARU	27	1,576	249			
SINYO MARU #5	37	1,498	240			
SINYO MARU #1	19	1,289	221	24	MFM	157
SINYO MARU #2	18	1,065	210	24	MFM	158
SINYO MARU #3	17	1,899	251	24	MFM	151
SINYO MARU	38	4,163	364	37	MFM	207
SINYO MARU	18	4,658	360	38	MFM	228
SINYU MARU	19	4,622	360	38	MFM	228
SINYUBARI MARU	36	5,354	392	37A	MFKM	211
SINZUI MARU	18	2,964	310	38	MFM	232
SIOKUBI MARU	98	3,734	330			
SIPIROK	28	1,787	268	24	MFM	
SIRAGI MARU	12	3,022	320	7	MFM	36
SIRAHA MARU	18	5,693	423	38	MFM	213
SIRETOKA	20	8,000	455	60	MKMF	282

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NAME	YEAR BUILT	GROSS TON-NAGE	LENGTH	CODE		PAGE NO.
SIRIYA	22	8,000	455	60	MKMFK	282
SIROGANE MARU	38	3,130	318	23	MFM	104
SISEN MARU	18	2,201	268	24	MFM	147
SITISEI MARU	38	1,911	272	46	MKMF	270
SOMEDONO MARU	17	5,155	400	38	MFMK	240
SONG BO		1,180				
SONG-GIANG	22	1,065	217			
SOOCHOW	20	2,604	310	24	MFM	139
SORATI MARU	30	4,107	352	38	MFM	228
SOSYU MARU	18	1,219	217			
SOYA MARU	32	3,593	310	6	MFM	26
SOYO MARU	31	6,081	415	38	MFMK	239
SUEZ MARU	19	4,646	360	38	MFM	228
SUGIYAMA MARU	14	4,379	405	30	MFM	186
SUI-TAI	1899	1,816	238			
SUKI MARU	16	3,164	305	38	MFM	234
SUMANOURA MARU	39	3,519	344	24	MFM	134
SUMATRA	27	4,859	425	30	MFKM	
SUMATRA MARU	17	5,863	385	30	MFM	189
SUMIDA MARU	19	2,022	251	24	MKFKM	163
SUMIRE MARU	28	1,730	243	5	MFM	19
SUMIYOSI MARU	36	1,922	272	46	MKMF	270
SUNGSHAN MARU	21	2,530	285			
SUNOSAKI	400			63	MMF	289
SURABAYA MARU	19	4,391	345	38	MFKM	248
SUWA MARU	14	10,672	505	11	MKFM	51
SVIRSTROI	19	4,769	377	38	MFM	225
SYDNEY MARU	29	5,425	380	16	MKFKM	91
SYDNEY MARU	19	4,105	345	24	MFM	132
SYOAN MARU	37	5,624	407	37	MFM	206
SYOEI MARU	36	3,580	335			
SYOEI MARU	36	1,986	272	24	MFM	146
SYOEI MARU	37	5,644	407	37	MFM	206
SYOEI MARU	19	3,083	332	38	MFM	230
SYOGEN MARU	17	4,739	360	38	MFM	228
SYOGEN MARU	10	3,362	321	38	MFMK	245
SYOHEI MARU	03	1,092	212			
SYOHEI MARU	31	7,256	437	44	MKMK	261
SYOHO MARU	23	3,460	350	7	MFM	34
SYOHO MARU	41	2,940				
SYOHO MARU	18	1,328	220	24	MFM	157
SYOHO MARU	37	1,936	275	24	MFM	146
SYOHUKU MARU	18	1,768	249	24	MFM	153
SYOKA MARU	39	1,381	226			
SYOKA MARU	35	4,467	357	16	MKFM	89
SYOKA MARU	17	1,933	251	24	MKFKM	163
SYOKEI MARU	38	2,556	280			
SYOKEI MARU	22	3,620	360	3	KMFFM	7
SYOKO MARU	39	1,933	272	46	MKMF	270
SYOKO MARU	40	5,385	399	45	MKMF	265
SYOKO MARU	19	2,209	251	24	MFM	151
SYOKYU MARU	07	4,491	376	38	MFMK	243
SYORYU MARU	19	6,519	412	31	MFKM	197
SYORYU MARU	17	1,258	229	24	MFM	154
SYOTO MARU	19	5,254	401	38	MFM	219
SYOTOKU MARU	38	1,964	271	24	MFM	146
SYOTOKU MARU	18	1,146	208	26	MFM	181
SYOUN MARU	41	4,500				
SYOWA MARU	38	1,354	216			
SYOWA MARU	20	2,211	251	24	MKFKM	163
SYOYO MARU	28	7,499	431	63	MMF	286
SYOZAN MARU	18	2,973	305	38	MFM	233
SYOZIN MARU	18	4,739	360	38	MFM	228
SYOZUI MARU	41	2,700	298	23	MFM	105
SYOZYU MARU	20	2,024	250			
SYUNKO MARU	36	4,027	352			
SYUNKO MARU	19	6,781	425	30	MFM	185
SYUNSEI MARU	11	4,939	400	38	MFMK	241
SYUNSYO MARU	06	6,169	431	24	MKFKM	163
SYUNTAI MARU	20	2,253	252	24	MFM	150
SYUNTEN MARU	28	5,623	405	24A	KMFKM	174
SYURI MARU	28	1,857	260	24	MFM	148
TACHANG MARU	01	2,421	282			
TACOMA MARU	09	5,772	420	24A	MKFKM	172
TACHI MARU	01	1,891	278			
TAGA MARU	39	2,868	322	45	MKMF	266
TAI POO SEK	1881	1,960	285	7	MFM	
TAIAN MARU	17	3,158	315			
TAIAN MARU	36	3,670	345	24	MFM	134
TAIAN MARU	21	5,411	400	38	MFM	219
TAIAN MARU	16	5,655	410	38	MFM	216
TAIBUN MARU	20	6,581	415	38	MFKM	247
TAIEI MARU	18	2,209	270	24	MFM	147
TAIEI MARU	12	2,925	298	24	MFM	140
TAIEI MARU	26	3,221	326	38	MFM	229
TAIGEN MARU	17	5,660	410	38	MFM	216
TAIHEI MARU	28	6,285	413	44	KMMK	262
TAIHOKU MARU	23	1,371	225	24	MFM	156
TAIHOKU MARU	99	8,252	484	30	MMFMM	194
TAIHOSAN MARU	37	1,805	265	24	MFM	149
TAIHUKU MARU	39	3,520	344	24	MFM	134
TAIKA MARU	21	2,205	280	24	MFM	145
TAIKAI MARU	17	3,813	345	24	MFM	130
TAIKAI MARU	19	2,478	303	23	MFM	106
TAIKO MARU	37	1,925	270	46	MKMF	270
TAIKO MARU	37	2,984	305	23	MFM	105
TAIKO MARU	24	1,812	251	46	MMF	268
TAIKYU MARU	06	2,105	290	24	MFM	141
TAIMEI MARU	36	2,883	326	24	MKFMK	162
TAINAN MARU	97	3,175	330	7	MFM	35

NAME	YEAR BUILT	GROSS TONNAGE	LENGTH	CODE		PAGE NO.
TAI POO SEK	81	1,960	285	7	MFM	
TAIRAI MARU	25	4,274	345	38	MFKM	248
TAIRI MARU	19	1,832	260	7	MFM	
TAIRYU MARU	07	4,995	384			
TAIRYU MARU	19	2,210	270	24	MFM	147
TAIRYU MARU	39	1,925	272	46	MKMF	270
TAISEI MARU	06	1,824	266	24	MFM	150
TAISEI MARU	04	2,515	301	38	MFM	234
TAISEI MARU	99	3,601	341	38	MFM	229
TAISEI MARU	04	2,423	277			
TAISIN MARU	18	1,723	250	26	MFM	178
TAISOKU MARU	18	2,473	281	24	MFM	144
TAISYO MARU	38	4,816	384	45	MKMF	265
TAISYU MARU	18	1,220	217			
TAITO MARU	35	4,467	357	16	MKFM	89
TAITO MARU	17	2,727	284	24	MFM	145
TAITYU MARU	97	3,213	330			
TAIUN MARU #9	15	1,004	210			
TAIYO MARU	13	4,168	370	24	MFM	
TAIYU MARU	38	1,875	272	46	MKMF	270
TAIZAN MARU	02	3,930	373	4	MKFFMK	15
TAIZIN MARU	16	1,924	251	24	MKFKM	163
TAIZIN MARU	22	5,155	375	29	MFM	183
TAIZYUN MARU	18	1,274	228	24	MFM	154
TAKAMISAN MARU	28	1,992	276	64	MM	291
TAKAO MARU	27	4,282	356	16	MKFM	89
TAKAO MARU	20	3,204	331	38	MFM	230
TAKAOKA MARU	20	7,007	445	38	MFKM	246
TAKAOSAN MARU	11	2,076	275	46	MMF	267
TAKASAGO MARU	36	9,347	463	3	MKFFM	6
TAKATIHO MARU	34	8,154	453	6	MFM	21
TAKE MARU	29	1,264	228	26	MFM	180
TAKEGAWA MARU	38	1,931	272	46	MKMF	270
TAKETOYO MARU	20	6,965	445	38	MFKM	246
TAKI MARU	16	1,244	220	24	MFM	157
TAKUSAN MARU	05	2,753	314	24A	MKFM	168
TAKUSEI MARU	19	3,514	324	38	MFM	231
TAMA MARU	18	3,052	311	24	MFM	139
TAMAGAWA MARU	38	6,441	439	23A	MKFMK	113
TAMAHIME MARU	18	3,081	331	38	MFM	230
TAMAHOKO MARU	19	6,780	425	30	MFM	185
TAMASIMA MARU	40	3,560	344	24	MFM	134
TAMATU MARU	19	4,646	360	38	MFM	228
TAMISIMA MARU	39	1,931	269	46	MKMF	270
TAMON MARU	19	8,157	445	14	MKFKM	70
TAMON MARU #1	17	3,018	311	24	MFM	139
TAMON MARU #5	11	5,261	400	24A	MKFKM	173
TANG YANG MARU	27	1,573	235			
TANGO MARU	05	6,893	446	11	MKFM	54
TANGSHAN MARU	26	2,089	280			

NAME	YEAR BUILT	GROSS TONNAGE	LENGTH	CODE		PAGE NO.
TARAYASU MARU	12	10,254	506	32	KMFKMK	204
TARUSIMA MARU	38	4,865	370	23	MFM	102
TASMANIA MARU	19	4,106	345	24	MFM	132
TATABE MARU	41	6,860				
TATEGAMI MARU	98	2,490	300			
TATEISI MARU	22	3,801	345	24	MFM	132
TATEKAWA MARU	35	10,090	503	55	MKMFK	278
TATEYAMA MARU	37	1,991	272	24	MFM	148
TATEYAMA MARU	37	3,787	340	38	MFM	230
TATIBANA MARU	21	6,522	420	63	MMF	288
TATIBANA MARU	35	1,772	249	6	MFM	27
TATUHARU MARU	39	6,345	411	23A	KMFMK	123
TATUHA MARU	18	5,784	620	38	MFM	213
TATUHO MARU	38	6,335	411	23A	KMFMK	123
TATUHUKU MARU	39	1,946	272	46	MKMF	270
TATUKAMI MARU	39	7,064	442	23A	MKFKM	117
TATUMIYA MARU	38	6,344	411	23A	KMFMK	123
TATUNO MARU	16	6,960	445	38	MFKM	246
TATUTA MARU	30	16,975	560	3	MFFM	1
TATUTAKE MARU	39	7,068	442	23A	MKFKM	117
TATUWA MARU	37	6,335	411	23A	KMFMK	123
TAURUS	11	12	229			
TAZAN MARU	19	5,478	410	38	MFM	215
TAZIMA MARU	16	6,995	445	38	MFKM	246
TEI? MARU	26	10,086	456	4	CCMFFMC	18
TEIA MARU	32	17,537	544	4	CCMCFFCMC	17
TEIHOKU MARU	35	5,795	447	31	MFM	196
TEIHU MARU	13	7,110	414	34	MFM	205
TEIHUKU MARU	21	5,198	402	38	MFMK	238
TEIKAI MARU	18	1,241	225	24	MFM	156
TEIKIN MARU	19	1,972	270			
TEIKO MARU	21	8,009	418	7	MFM	31
TEIKOKU MARU	24	7,744	459	20	KMFMK	95
TEIKYO MARU	24	15,105	544	4	KMKKFFM	16
TEIO MARU	21	7,974	471	24	MMFMM	161
TEIRIN MARU	09	3,004	329	26	MFM	177
TEIRTU MARU	22	9,877	455	4	CCMCFFCMCC	18
TEIRYU MARU	15	6,512	420	32	MFKM	202
TEISEN MARU	17	5,050	419	32	MFKM	202
TEISHUN MARU	02	2,251	298	24	MFM	
TEISON MARU	21	7,007	410	7	MFM	32
TEITITU MARU	38	1,230	249	45	MMF	264
TEIUN MARU	20	1,615	238	20	MFM	94
TEIYO MARU	31	9,850	492	55	MKMF	276
TEIYO MARU	24	6,870	449	14	MFKMK	69
TEKKAI MARU	39	1,926	272	46	MKMF	270
TEMBIEN I	13	3,439	280			
TEMPEI MARU	18	6,095	407	38A	MFKMK	257
TENKAI MARU	17	3,200	305	38	MFM	233

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NAME	YEAR BUILT	GROSS TONNAGE	LENGTH	CODE		PAGE NO.
TENKO MARU	18	1,274	230	24	MFM	154
TENRYO MARU	38	2,231	257	23	MFM	
TENRYU MARU	36	4,861	366	23	MFM	101
TENSAN MARU	29	2,776	327	24	MFM	136
TENSIN MARU	18	4,236	381	38	MFKM	248
TENSYO MARU	14	4,982	402	38	MFMK	238
TENSYO MARU	10	3,035	314	38	MFM	232
TENTYO MARU	19	2,608	251	24	MKFKM	164
TENYO MARU	35	6,843	435	24A	MKFKM	170
TENYU MARU	02	1,119	199	14	MFM	67
TENYU MARU	05	3,738	340	24	MFM	
TENZAN MARU	20	3,142	332	38	MFM	230
TERUKAWA MARU	34	6,429	458	31	MKMFKM	198
TERUKUNI MARU	99	3,589	352	8	MFM	41
TERUSIMA MARU	37	3,110	323	23	MFM	103
TETUKAI MARU	41	1,925				
TETUWA MARU	40	1,950	272	46	MKMF	270
TETUYO MARU	41	1,995				
TETUZAN MARU	19	2,018	285	24	MFM	144
TETUZAN MARU	39	1,923	272	46	MKMF	270
THAMES MARU	20	5,871	385	30	MFM	189
TIENTSIN MARU	27	2,317	275			
TIHAYA MARU	18	1,161	225	24	MFM	155
TIHUKU MARU	19	5,857	385	30	MFM	189
TIKA MARU	19	1,146	210	24	MFM	158
TIKO MARU	07	1,220	244			
TIKUGO MARU	07	2,462	310			
TIKUZEN MARU	07	2,449	310			
TILDA	03	2,768	314	38	MFM	233
TIRYO MARU	38	2,224	257			
TISIMA MARU	91	1,368	245			
TITA MARU	23	2,276	270	24	MFM	147
TITIBU MARU	23	1,525	250	46	MMF	267
TITOSE MARU	21	2,669	300	23	MFM	105
TIYO MARU	41	6,400				
TIZU MARU	20	2,304	270	24	MFM	147
TJISAROEA	26	7,089	421	16	KMKFKM	
TOA MARU	39	6,732	446	23A	MKFKM	119
TOA MARU	34	10,052	502	55	MKMFK	279
TOBA MARU	16	6,995	445	38	MFKM	246
TOEI MARU	01	2,324	301			
TOEI MARU	37	4,004	354	23A	MKFM	111
TOEI MARU	38	10,023	503	55	MKMFK	277
TOEN MARU	17	5,232	350	63	MMFM	
TOENDJOEK	26	6,200	450			
TOGO MARU	20	2,514	251	24	MFM	151
TOHO MARU	37	4,092	355	23A	MKFM	111
TOHO MARU	18	4,717	385	38	MFM	223
TOHO MARU	36	9,987	500	55	MKMFK	279
TOHUKU MARU	19	5,857	385	30	MFM	189

NAME	YEAR BUILT	GROSS TONNAGE	LENGTH	CODE		PAGE NO.
TOKAI MARU	30	8,360	446	15	MKFKM	77
TOKAI MARU	05	3,099	331	38	MFMK	245
TOKATI MARU	39	1,932	378	23	MFM	107
TOKIWA MARU	18	1,204	220	24	MFM	157
TOKIWA MARU	16	6,972	445	38	MFKM	246
TOKIWASAN MARU	37	1,805	265	24	MFM	149
TOKO MARU	08	4,168	367	20	MFM	92
TOKO MARU	40	2,748	308	23	MFM	105
TOKUSIMA MARU	13	5,976	423	38	MFM	213
TOKUZYU MARU	21	3,620	360	3	KMFFM	7
TOKYO MARU	36	6,486	425	15	KMFMK	80
TOMISLAV	28	5,387	403	38	MFKM	247
TOMITU MARU	37	2,933	305	23	MFM	105
TOMIURA MARU	18	3,821	345	24	MFM	130
TONAN MARU	06	9,866	460	30	MKFKM	193
TONAN MARU	21	4,370	345	38	MFKM	248
TONAN MARU #2	37	19,425	535	65	MKMKF	294
TONAN MARU #3	38	19,625	535	65	MKMKF	294
TONE MARU	20	4,070	345	24	MFM	130
TONEGAWA MARU	13	4,998	401	38	MFM	218
TONGKING	14	6,645	410	44	MMMM	260
TORNATOR	12	4,950	370			
TORO MARU	39	1,925	272	46	MKMF	270
TORYU MARU	89	1,992	275	20	MFM	94
TOSAN MARU	38	8,666	466	15	KMKFKMK	88
TOSEI MARU	20	2,433	251	24	MFM	151
TOSEI MARU	19	4,364	345	38	MFKM	248
TOSEI MARU	26	5,484	400	38	MFKM	236
TOSIN MARU	41	1,960				
TOSYO MARU	18	1,236	225	24	MFM	156
TOSYO MARU	37	1,290	219			
TOSYU MARU	18	2,115	251	24	MFM	151
TOTAI MARU	18	3,194	305	24	MFM	142
TOTEN MARU	00	3,823	356	24	MFM	
TOTTORI MARU	13	5,973	423	38	MFM	213
TOYAMA MARU	15	7,090	445	38	MFKM	245
TOYO MARU #1	18	2,227	272	24	MFM	147
TOYO MARU #2	37	4,163	364	37	MFM	207
TOYO MARU #5	18	2,193	251	24	MKFKM	164
TOYO MARU #8	18	2,191	251	24	MKFKM	163
TOYO MARU	37	3,719	335	13	KMFM	63
TOYO MARU	37	4,163	360	37	MFM	207
TOYOHASI MARU	15	7,031	445	38	MFKM	246
TOYOKAWA MARU	11	5,124	385	38	MFM	237
TOYOOKA MARU	15	7,098	445	38	MFKM	246
TOYOSAKA MARU	40	1,967	279			
TOYOSAKI MARU	19	2,209	270	24	MFM	147
TOYOTU MARU	37	2,931	305	23	MFM	105
TOYOURA MARU	13	2,510	302			
TOYU MARU	18	1,254	225	24	MFM	156

NAME	YEAR BUILT	GROSS TONNAGE	LENGTH	CODE		PAGE NO.
TRANNINH	28	1,463	266	14	MFM	66
TSINGTAO MARU	30	4,017	360	3	MFFM	3
TSUNESIMA MARU	41	4,300				
TUGARU MARU	24	3,484	350	7	MFM	34
TUKIKAWA MARU	41	4,530	476			
TUKUBA MARU	23	3,172	315	24	MFM	138
TUKUSI MARU	25	1,858	275	20	MFM	93
TUKUSI MARU #2	26	2,418	300	24	MFM	140
TURIMI	22	8,000	455	60	MKMF	282
TURUGA MARU	16	6,988	445	38	MFKM	246
TURUGISAN MARU	05	3,108	325	24A	MKFM	168
TURUSIMA MARU	19	4,646	360	38	MFM	228
TUSIMA MARU	14	6,754	444	38	MFKM	246
TUYAMA MARU	16	6,963	445	38	MFKM	246
XXVIII OTTOBRE	29	4,888	405	38A	MFM	254
TYOAN MARU	27	2,632	285	7	MFM	37
TYOHAKU MARU	08	1,287	231	7	MFM	38
TYOHAKUSAN MARU	28	2,131	280	24	MFM	
TYOHEI MARU	20	1,718	260	7	MFM	38
TYOKAI MARU #2	19	1,288	230	24	MFM	154
TYOKAI MARU	19	1,285	230	24	MFM	154
TYOKAI MARU	32	2,658	300	24	MFM	141
TYOKO MARU	23	1,794	250	46	MMF	268
TYOKO MARU	27	2,629	285	7	MFM	37
TYOKO MARU	20	6,783	425	30	MKFKM	195
TYOKO MARU	39	3,516	340	38	MFM	230
TYOSA MARU	21	2,538	285	38	MFMK	244
TYOSAN MARU	40	3,939	355			
TYOSAN MARU	24	1,159	220	24	MFM	157
TYOSEN MARU	11	3,111	305	38	MFM	
TYOUN MARU	40	1,914	271	46	MKMF	270
TYOWA MARU	39	2,719	308	23	MFM	105
TYOYO MARU	19	2,225	251	24	MKFKM	164
TYOYO MARU	20	5,388	399	38	MFM	219
TYOZYO MARU	27	2,611	285	7	MFM	37
TYOZYUN MARU	18	2,246	272	24	MFM	147
TYOZYUSAN MARU	28	2,131	280	24	MFM	
TYUKA MARU	20	2,189	280	24	MFM	145
TYUWA MARU	40	2,719	308	23	MFM	105
UGA MARU	09	4,433	376	38	MFMK	243
UGO MARU	20	3,683	330	24	MFM	136
UKISIMA MARU	36	4,730	356	8	MFM	41
UME MARU	19	5,860	385	30	MFM	189
UMEGAWA MARU	39	1,931	272	46	MKMF	270
UNKAI MARU #1	32	2,225	275			
UNKAI MARU #7	19	2,182	269	24	MFM	147
UNKAI MARU #2	20	1,709	242	24	MFM	153
UNKAI MARU #3	19	3,023	310	38	MFM	232
UNKAI MARU #5	00	3,282	331	24	MFM	
UNKAI MARU #6	05	3,220	331	38	MFMK	245
UNKAI MARU #8	24	1,293	218	24	MFM	157
UNKAI MARU #15	18	1,209	200	24	MFM	158
UNTEN MARU	18	1,025	200	24	MFM	158
UNYO MARU #1	36	2,040	275			
UNYO MARU #2	37	2,827	310	24	MFM	140
UNYO MARU #3	19	2,978	310	38	MFM	232
UNYO MARU #5	29	2,053	276	46	MKKMF	269
UNYO MARU	07	4,643	376	38	MFMK	243
URADO MARU	21	1,336	215			
URAGAMI MARU	41	4,250				
URAL MARU	29	6,374	405	7	MFM	32
URAZIO MARU	19	3,110	331	38	MFM	230
USA MARU	41	3,900	476			
USSURI MARU	32	6,386	407	6	MFM	25
UTIDE MARU	19	5,275	401	38	MFM	219
VALENTINE	09	4,713	405			
VAN DER HAGEN	09	3,033	325	26	MFM	177
VENICE MARU	21	6,571	405	32	MFKM	203
VICTORIA MARU	21	5,876	385	30	MFM	189
VITORLOCK	18	5,030	381	38	MFM	224
VOLPI	31	5,292	441			
WAKA MARU	19	2,036	251	24	MFM	151
WAKAMATU MARU	02	2,723	325	22	MFM	98
WAKANOURA MARU	85	2,408	320	24	MFM	138
WAKATAKE MARU	38	1,920	272	46	MKMF	270
WAKATU MARU	17	5,123	400	38	MFMK	241
WALES MARU	21	6,586	405	32	MFKM	203
WANTUNG	21	1,061	198			
WASIN MARU	18	1,861	250	26	MFM	178
WENCHOW	23	3,113	320	14	MFM	64
WESSERLAND	22	6,528	449	30	MFMK	190
WINNETOU (TANKER)	13	5,113	386	63	MKMF	290
WOO LING MARU	06	1,298	229			
WOOLGAR	14	3,060	350			
WOOSUNG	18	3,426	320	14	MFM	64
WUHU	30	2,938	295			
YAE MARU	19	6,781	425	30	MFM	185
YAHIKO MARU	26	5,747	417	38	KMFKM	252
YAKUMO MARU	19	1,398	305	38	MFM	233
YAMABATO MARU	37	2,557	298	23	MFM	105
YAMABIKO MARU	37	6,799	442	23A	MKFKMK	124
YAMABUKI MARU	30	5,079	405	30	MFMK	191
YAMADORI MARU	38	2,905	305	23	MFM	105
YAMAGATA MARU	16	3,807	345	24	MFM	132
YAMAGIRI MARU	38	6,438	439	23A	MKFMK	113
YAMAGIKU MARU	20	5,236	400	38	MFM	219
YAMAHAGI MARU	19	5,426	400	38	MFM	219
YAMAHUKU MARU	40	4,900	366	23	MFM	101
YAMAHUZI MARU	20	5,360	400	38	MFM	219

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NAME	YEAR BUILT	GROSS TON-NAGE	LENGTH	CODE		PAGE NO.
YAMAKAZE MARU	38	6,921	440	23A	MKFKM	118
YAMASIRO MARU	12	3,427	352			
YAMASIMO MARU	38	6,777	447	23A	MKFKM	116
YAMATO MARU	15	9,656	505	11	MKFMK	55
YAMATO MARU	17	4,379	345	38	MFKM	248
YAMATSU MARU	41	2,800				
YAMAURA MARU	37	6,798	442	23A	MKFKMK	124
YAMAYURI MARU	13	5,028	401	38	MFM	218
YAMAZATO MARU	37	6,926	443	23A	MKFKM	118
YAMAZURU MARU	41	2,700				
YAMAZUKI MARU	37	6,439	436	23A	MKFMK	113
YASUKAWA MARU	30	6,710	455	31	MFMK	196
YASUKUNI MARU	30	11,933	508	12	MKFKM	62
YASUKUNI MARU	20	3,025	331	38	MFMK	245
YASUSIMA MARU	39	1,911	273	46	MKMF	270
YAT SHING	04	2,284	290			
YAWATA MARU	39	16,500	558	10	MKFKM	46
YAWATA MARU	35	1,852	270	46	MKMF	270
YODOGAWA MARU	39	6,441	439	23A	MKFMK	113
YOH YANG MARU	06	3,298	310			
YOKO MARU	38	1,050	198			
YOKOHAMA MARU	12	6,143	400	14	MKFM	68
YOMEI MARU	36	2,861	326	24	MFM	137
YONEYAMA MARU	19	5,274	400	38	MFMK	240
YORO MARU #2	18	2,218	272	24	MFM	147
YOSIDA MARU	41	2,900				
YOSIDA MARU #1	19	5,425	400	38	MFM	220
YOSIDA MARU #3	18	4,646	360	38	MFM	228
YOSINO MARU	06	8,990	464	7	MFM	30
YOSYU MARU	16	5,711	412	38	MFM	216
YOZAN MARU	18	1,227	228	24	MFM	154
YU SANG	34	3,432	329	8	MFM	42
YUBAE MARU	19	3,217	305	38	MFM	233
YUBARI MARU #3	18	1,152	215	24	MFM	157
YUBARI MARU	30	4,109	352	38	MFM	228
YUKI MARU	19	5,704	400			
YUKI MARU	16	3,168	305	38	MFM	234
YUKIKAWA MARU	41	4,760				
YUMIHARI MARU #2	18	1,186	220	24	MFM	157
YURI MARU	19	6,787	425	30	MFM	185
YUZAN MARU	19	6,039	396	38	MFM	222
ZAOSAN MARU	06	2,631	306	24	MFMK	160
ZENYO MARU	37	6,442	439	23A	MKFMK	113
ZINBU MARU	94	5,147	400	24	MFM	127
ZINDAI MARU	75	1,095	228	14	MFM	
ZINMU MARU	40	1,912	272	46	MKMF	270
ZINZAN MARU	19	5,216	400	38	MFM	219
ZINZYU MARU	18	3,193	305	38	MFM	233
ZUIKO MARU	39	2,578	295	23	MFM	107
ZUIKO MARU	04	4,156	368	38	MFMK	243
ZUISYO MARU	12	5,289	409	30	MFMK	197
ZUIYO MARU	17	7,385	450	24	MFM	128
ZYOGU MARU	06	4,803	369	38	KMFMK	252
ZYOHORE MARU	32	6,182	412	24A	MKFM	167
ZYUNPU MARU	98	2,223	303			
ZYUNYO MARU	13	5,065	405	38	MFM	217
ZYUYO MARU	26	5,458	400	38	MFM	220

Vessels Possibly Captured, Requisitioned or Salvaged and Now Being Operated by the Japanese.

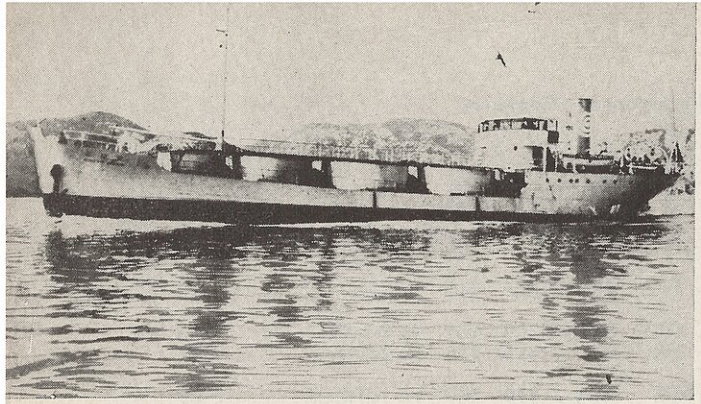
NAME	Former flag	Year built	Gross tonnage	Length	Code	Page
ADA	IT	20	5,248	400	38 MFM	219
ADMIRAL Y. S. WILLIAMS	US	20	3,252	324	38 MFM	231
ALBERT SARRAUT	FR	21	2,156	270		
AMBA ALAGI	IT	10	3,710	350	24 MFM	
ANALOCK	BR	19	6,638	397	38 MFM	222
ANASTASIA (Tanker)	DU	30	3,029	306	47 MKF	271
APOEY	BR	95	2,790	310		
ARGUS	PI	01	1,025	220	26 MFM	180
ARIADNE MOLLER	BR	07	1,840	255	11 MKKFKM	59
AUGUSTINA (Tanker)	DU	27	3,110	305	47 MKF	271
BAKUZAN MARU x HSIN PEKING	BR	14	2,104	280	7 MFM	38
BARENTSZ	DU	15	4,819	383	11 MKFM	
BELGRANO	GE	36	6,095	446	21 MKFKM	97
BENNEVIS	BR	18	5,356	400	38 MFM	219
BINTOEHAN	DU	21	1,021	230		
BISAYAS	PI	12	2,832	285		
BOERO	DU	14	7,132	418	34 MFM	205
BOGOTA	GE	37	1,230	249	45 MMF	264
BOYACA	PA	20	2,560	251	24 MFM	151
BURGENLAND	GE	28	7,320	463	16 MKFKMK	92
CAMPHUIJS	DU	03	2,380	315	14 MFM	65
CANTON	FR	15	1,581	242	24 MFMK	160
CAPELLA	PA	10	2,398	281		
CARIGNANO	IT	18	5,753	396		
CERION	BR	38	2,588	310	45 MMF	263
CHANGSHA	BR	22	2,482	290		
CHEKIANG	BR	14	2,172	285	24 MFM	142
CHENGTU	BR	14	2,219	286		
COMANDANTE PAOLINI	IT	08	1,104	194		
CONTE VERDE	IT	23	18,765	570	4 MKFFM	12
DAI MARU	DU	25	1,030	230		
DAYLITE	PA	17	1,976	252		
DESLOCK	BR	09	5,015	380		
DON JOSE	PI	20	10,893	524	24A MMKFMM	175
DUKAT	NO	20	1,350	243		
ELBHOF	GE	22	1,253	205		
ELDORADO	PA	18	2,180	246	47 MMF	271
ELSIE MOLLER	BR	04	1,136	210		
ENDERTA	IT	07	2,278	289		
ESTERO	US	20	4,743	380	38 MFM	224
EUGENIE LIVANOS	GR	36	4,816	419	31 MFM	197
FATSHAN	BR	33	2,639	241		
FAUSANG	BR	21	2,256	285	11 MKFKM	59
FEDERLOCK	BR	18	6,607	397	38 MFM	222
FOLOZU	PA	17	2,486	253	47 MMF	271
FRANCIS GARNIER	FR	03	1,243	229		
FRIDERUN	DU	22	2,464	296		
FURIERE CONSOLINI	IT	17	1,922	251	24 MFM	151
GENOTA (Tanker)	DU	35	7,987	463	55 MKKMF	281
GOUVERNEUR GENERAL MAURICE LONG	FR	08	1,692	271		
GOUVERNEUR GENERAL PASQUIER	FR	06	1,994	296	14 MFM	65
GRAN	PA	19	1,983	270	24 MFM	147
GRANITIERE PADULA	IT	09	3,904	355	24 MMFM	159
HAFTHOR	NO	21	1,350	243		
HAI PING	NO	11	1,105	226	24 MFM	155
HAI TUNG	NO	04	1,187	234		
HALLDOR	NO	25	1,515	262		
HANNA	GE	27	1,040	205		
HARALDSVANG	NO	20	3,112	325	38 MFM	231
HAURAKI	BR	22	7,113	450	32 KMKFKMK	204
HAVELLAND	GE	21	6,334	449	40 MFKM	258
HELIOS	NO	25	1,922	280		
HISANG	BR	41	4,644	350		
HOKO MARU x RANDI	NO	16	1,132	226	24 MKFMK	

Vessels Possibly Captured, Requisitioned or Salvaged and Now Being Operated by the Japanese—Continued

NAME	Former flag	Year built	Gross tonnage	Length	Code	Page
HUONG HOI	FR		3,860			
IRIS	DU	18	3,887	327	63 MMF	
JOAN MOLLER	BR	18	2,232	270	24 MFM	147
KAIPING	BR	05	2,563	312		
KALGAN	BR	21	2,655	310		
KANCHOW	BR	05	2,001	267		
KATHLEEN MOLLER	BR	13	1,487	241	26 MFM	
KHAI DINH	FR	14	5,110	380	7 MFM	
KIA-WO	BR	25	1,311	203		
KIANGSU	BR	21	2,661	310		
KONTUM	FR	23	1,565	263		
KUT-WO	BR	95	2,665	290		
LA MAIRE	DU		3,271			
LAOS	FR	18	1,467	265		
LATOUCHE	PI	10	2,156	240		
LOONGWO	BR	06	3,923	330		
MARION	PA	06	1,185	222		
MARY MOLLER	BR	02	2,698	326		
MAUBAN	PI	00	1,253	230		
MIJER	DU	14	1,873	278		
MINDANAO	PI	18	5,236	401	38 MMFK	235
MING SANG	BR	34	3,420	329	8 MFM	42
MIRAMAR	SW	38	1,555	256		
MOHLENHOF	GE	14	3,407	290		
MORAZAN	HO	08	2,984	300	26 MFM	177
MOSEL	GE	27	8,428	509	16 MMFMM	90
MUNLOCK	BR	17	5,240	370	38 MFM	
NAM YONG	BR	17	1,345	240		
NANNEI MARU	BR	23	2,486	296		
NEEDWOOD	PA	04	2,042	280		
NGOW HOCK	NO	20	1,329	243		
NINGPO	SW	38	6,097	462	15 MKKFKMK	87
NORSE CARRIER	PA	13	3,365	349		
OP TEN NOORT	DU	27	6,076	425	9 CMFMC	44
PAOWO	BR	30	2,517	281		
PARIGI	DU	22	1,172	230		
PASIR	DU	22	1,187	232		
PAULA (Tanker)	DU	27	2,770	305	58 MF	281
PAZ	PI	14	4,260	364	38 MFM	226
PLEIADES	GR	18	4,620	370	38 MFM	227
PRESIDENT HARRISON	US	21	10,509	502	9 KMFMK	43
RAMB II	IT	37	3,685	383	15 MFM	71
RAMONA	PA	20	3,513	324	38 MFM	231
RANDI	NO	16	1,132	226	24 MKFMK	162
RIJO MARU x SANTA FE	PA	96	1,544	279		
RIO GRANDE	GE	39	6,062	447	21 MKFKM	96
ROOSEBOOM	DU	26	1,035	230		
ROSON MARU x LUZON	PI	05	1,679	261		
ST. QUENTIN	BR	15	3,528	349		
SAINT VINCENT DE PAUL	BR	19	1,339	237		
SAMUI (Tanker)	TH	36	1,458	240	54 MMF	272
SCHARNHORST	GE	35	18,184	626	10 KMKFKMK	49
SEISTAN	BR	90	2,455	305		
SEMIRAMIS (Tanker)	DU	21	5,792	412	63 MMF	288
SHINAI	BR	20	2,410	251	24 MFM	151
SHINHWA	BR	04	1,460	230		
SHUN CHIH	BR	02	1,881	280		
SIAOE	DU	21	1,573	250	24 MFM	153
SIBOLGA	BR	19	1,370	238		
SIGLI	DU	20	1,579	250	24 MFM	153
SIPIROK	DU	28	1,787	268	24 MFM	
SONG BO	FR		1,180			
SONG-GIANG	FR	22	1,065	217		
SOOCHOW	BR	20	2,604	310	24 MFM	139
SUI-TAI	BR	99	1,816	238		
SUMATRA	IT	27	4,859	425	30 MFKM	
SVIRSTROI	RU	19	4,769	377	38 MFM	225
TAI POO SEK	FR	81	1,960	285	7 MFM	
TAIRI MARU	CA	19	1,832	260	7 MFM	

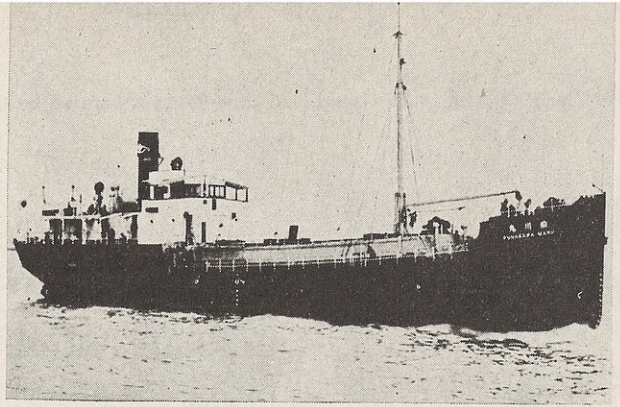
Vessels Possibly Captured, Requisitioned or Salvaged and Now Being Operated by the Japanese—Continued

NAME	Former flag	Year built	Gross tonnage	Length	Code	Page
TARAYASU MARU	BR	12	10,254	506	32 KMFKMK	204
TAURUS	PI	11	1,251	229		
TEI? MARU x BERNARDIN DE SAINT PIERRE	FR	26	10,086	456	4 CCMFFMC	18
TEIA MARU x ARAMIS	FR	32	17,537	544	4 CCMCFFCMC	17
TEIHOKU MARU x PERSEE	FR	35	5,795	447	31 MFM	196
TEIHU MARU x BOUGAIN-VILLE	FR	13	7,110	414	34 MFM	205
TEIHUKU MARU x R. C. RICKMERS	GE	21	5,198	402	38 MFMK	238
TEIKIN MARU x KINDIA	FR	19	1,972	270		
TEIKO MARU x CAP VA-RELLA	FR	21	8,009	418	7 MFM	31
TEIKOKU MARU x FULDA	GE	24	7,744	459	20 KMFMK	95
TEIKYO MARU x D'AR-TAGNAN	FR	24	15,105	544	4 KMKKFFM	16
TEIO MARU x HAVEN-STEIN	GE	21	7,974	471	24 MMFMM	161
TEIREN MARU x GOUV-VERNEUR GENERAL A. VARENNE	FR	09	3,004	329	26 MFM	177
TEIRITU MARU x LECON-TE DE LISLE	FR	22	9,877	455	4 CCMCFFCMCC	18
TEIRYU MARU x AUGS-BURG	GE	15	6,512	420	32 MFKM	202
TEISEN MARU x URSULA RICKMERS	GE	17	5,050	419	32 MFKM	202
TEISHUN MARU x TAI SEUN HONG	FR	02	2,251	298	24 MFM	
TEISON MARU x VILLE DE VERDUN	FR	21	7,007	410	7 MFM	32
TEITITU MARU x QUITO	GE	38	1,230	249	45 MMF	264
TEIUN MARU x BREMER-HAVEN	GE	20	1,615	238	20 MFM	94
TEIYO MARU x SAAR-LAND	GE	24	6,870	449	14 MFKMK	69
TEMBIEN I	IT	13	3,439	280		
TIKO MARU x KINTA	BR	07	1,220	244		
TILDA	FI	03	2,768	314	38 MFM	233
TJISAROEA	DU	26	7,089	421	16 KMKFKM	
TOENDJOEK	DU	26	6,200	450		
TOMISLAV	IT	28	5,387	403	38 MFKM	247
TONGKING	NO	14	6,645	410	44 MMMM	260
TORNATOR	FI	12	4,950	370		
TRANNINH	FR	28	1,463	266	14 MFM	66
XXVIII OTTOBRE	IT	29	4,888	405	38A MFM	254
VALENTINE	GR	09	4,713	405		
VAN DER HAGEN	DU	09	3,033	325	26 MFM	177
VITORLOCK	BR	18	5,030	381	38 MFM	224
VOLPI	IT	31	5,292	441		
WANTUNG	BR	21	1,061	198		
WENCHOW	BR	23	3,113	320	14 MFM	64
WESSERLAND	GE	22	6,528	449	30 MFMK	190
WINNETOU (Tanker)	GE	13	5,113	386	63 MKMF	290
WOOLGAR	NO	14	3,060	350		
WOOSUNG	BR	18	3,426	320	14 MFM	64
WUHU	BR	30	2,938	295		
YAT SHING	BR	04	2,284	290		
YU SANG	BR	34	3,432	329	8 MFM	42



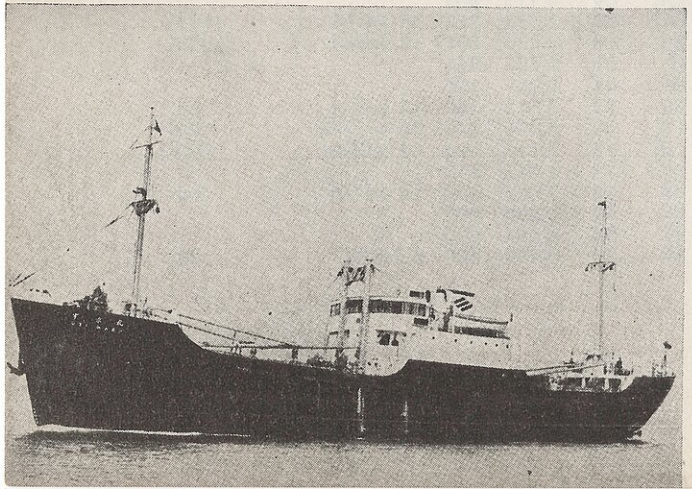
▲KORYU MARU 177′ 588 gross tons. Coastal tanker, suitable for AOG or YO functions. The cylindrical tanks extending above the well are not typical features of other types.

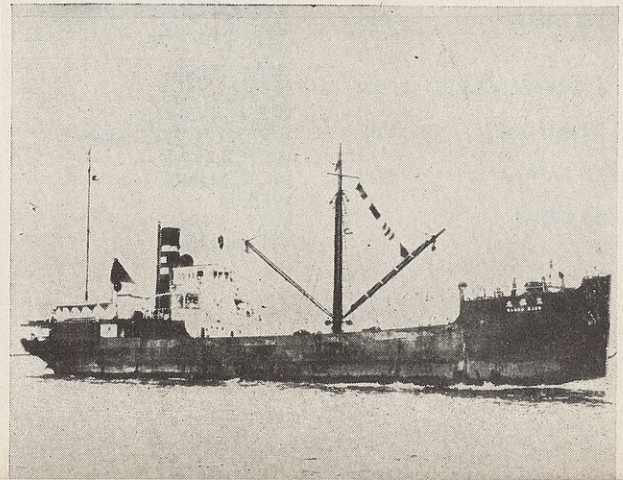
▼UZI MARU 185′ 873 gross tons. Typical of the many modern short-range freighters being converted to serve as auxiliary gunboats. They often carry two 4″.7 as well as AS gear. Note that the ship's lines may confuse the observer in accurate tonnage estimation.



▲HUNAGAWA MARU 185′ 869 gross tons. Another coastal tanker type; similar to our new Maritime Commission YO's. Prior to the war these ships were used as "trading tankers," supplying coastal ports. The Russians have purchased or built similar types.

▼SANKO MARU 161′ 636 gross tons. Typical of a large number of small engines-aft cargo types; sometimes used as Navy tenders.

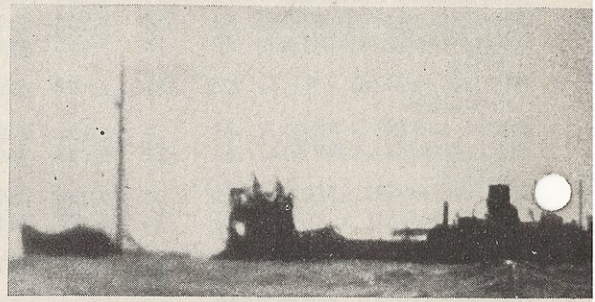




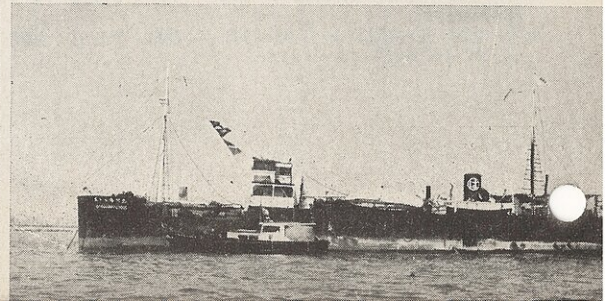
MISCELLANEOUS COASTAL

FREIGHTERS AND TANKERS

Coastal freighters and tankers are already employed in the auxiliary fleet functions, and are rapidly being released for more extensive Navy work by a large number of small wooden freighters. These are reported imilar to the Chinese powered junks and are being constructed under a mass-production plan.

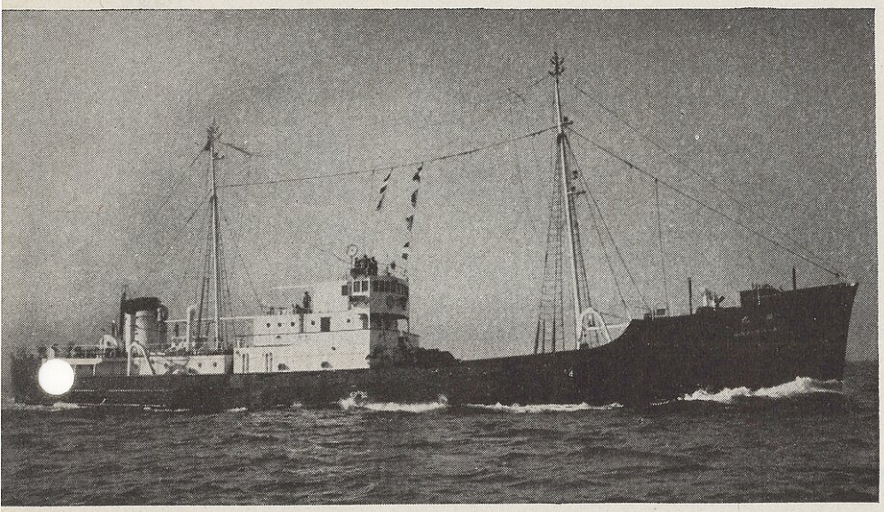


▲BANSYU MARU #5 135′ 363 gross tons. A small engines-aft cargo type typical of a large fleet which operated as traders in the South Sea Islands. These vessels are used as coastal minesweepers and patrol-escort craft and may be armed as shown. They are excellent for these purposes as their speed ▼is sometimes as high as 20 knots.

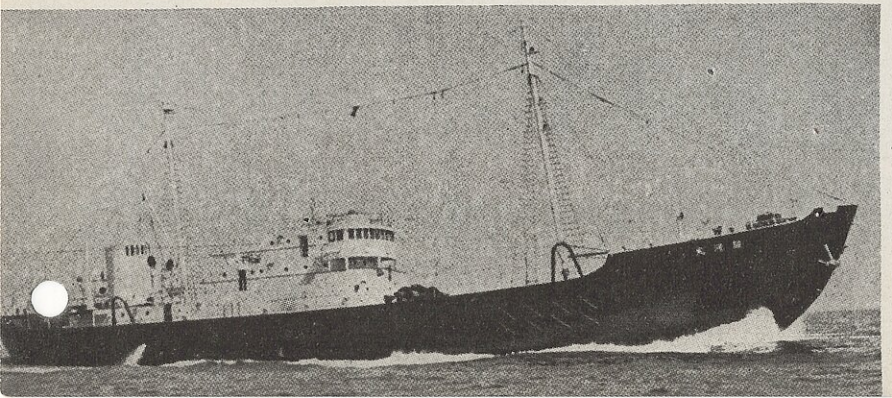


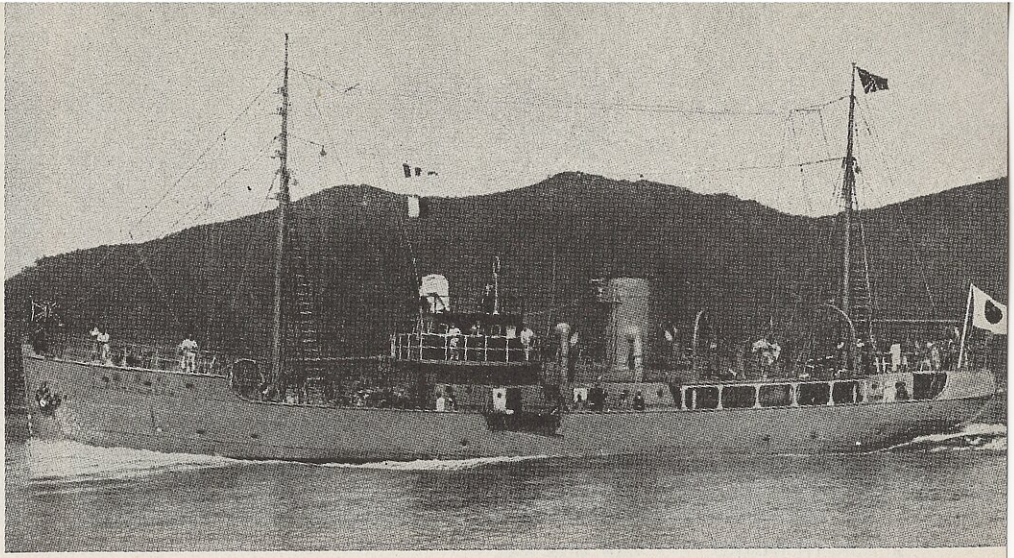
DEEP-SEA FISHING TYPES

These ships are typical of the types constituting the large Japanese fishing fleet. Armed for protection, they are serving both in their designed capacity and as gunboats, escort-craft, and coastal mine-sweepers in naval functions.
Most of them are capable of crossing the Pacific and therefore make excellent outpost and surveying vessels.



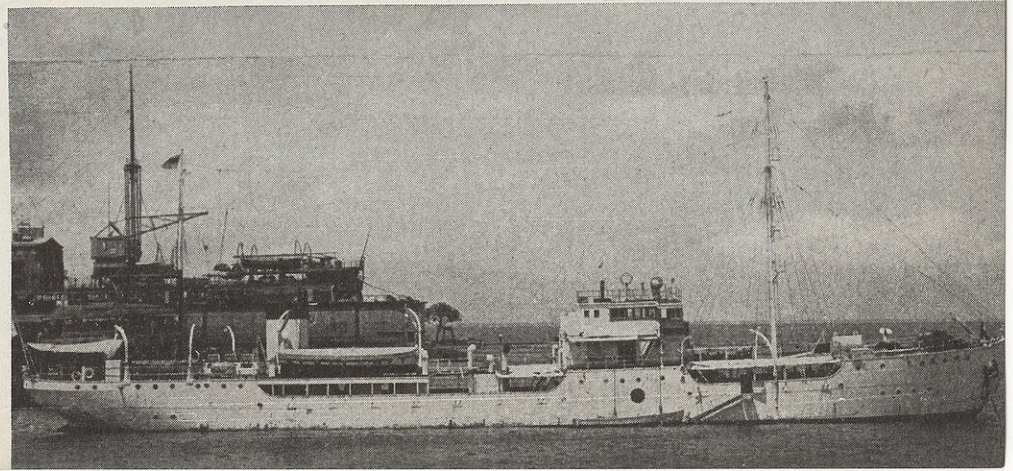
▲ MINATO MARU 178′ 664 gross tons. ▼ SURUGA MARU 203′ 992 gross tons.

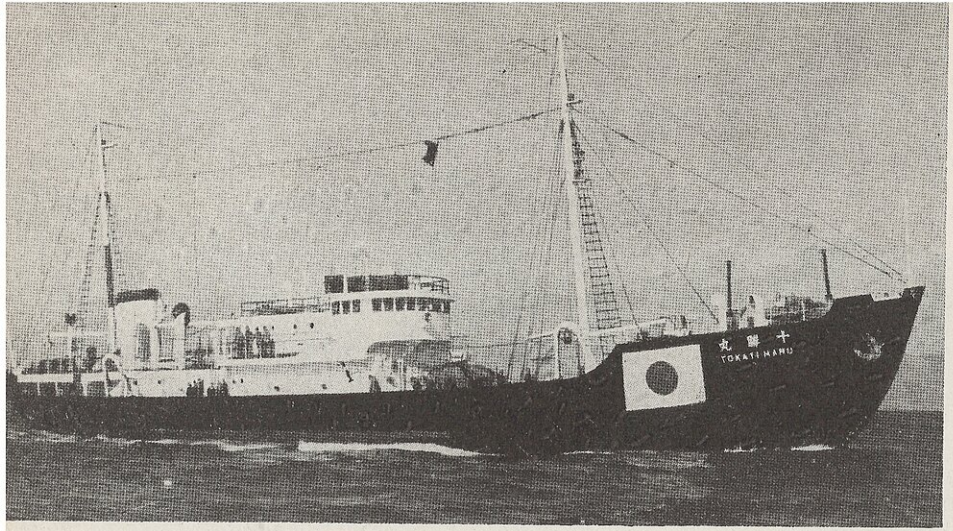




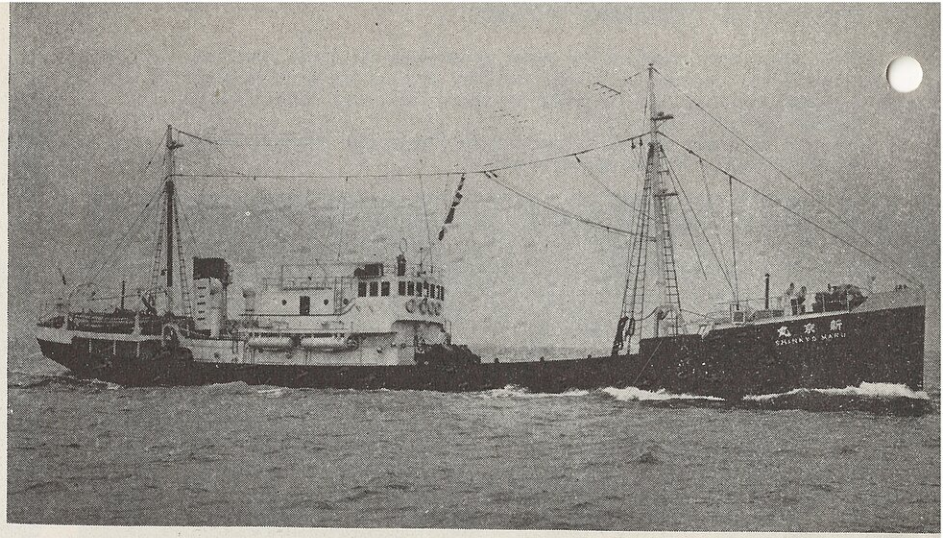
▲ HISHUN MARU 318 gross tons

▼ KAIHO MARU CLASS 211′ 1,091 displacement tons. Government-operated vessels for the protection of fishing vessels. Capable of very high speed and heavy armament.



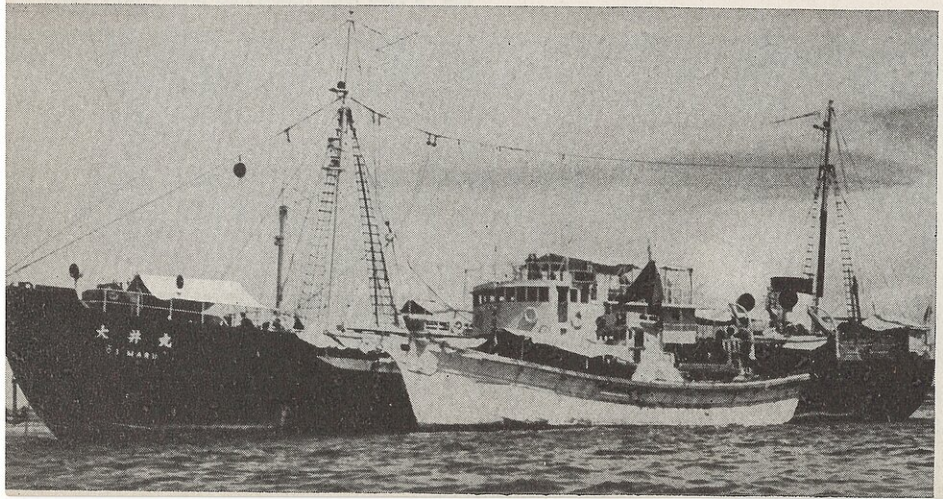


▲ TOKATI MARU 424 gross tons.

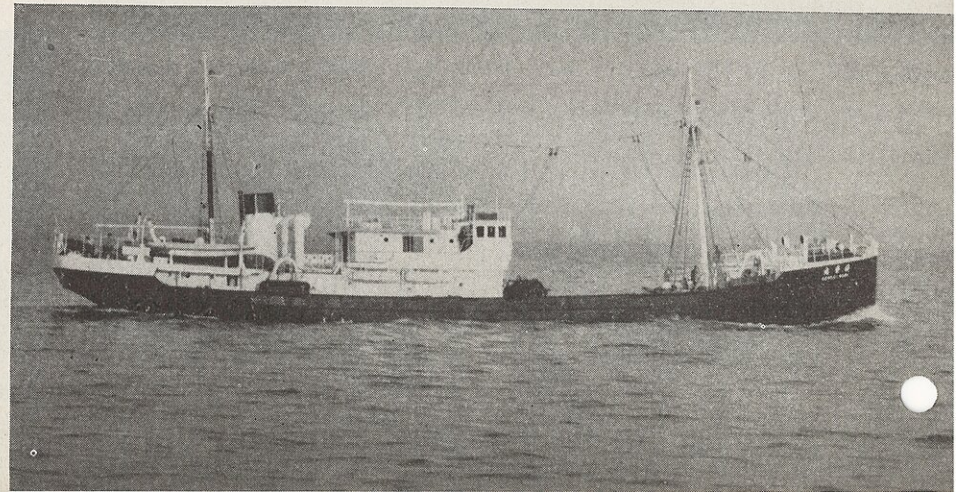


▲ SHINKYO MARU 473 gross tons

▼ OI MARU 141′ 397 gross tons. Another modern type show nwith a wooden crab-fisherman alongside.

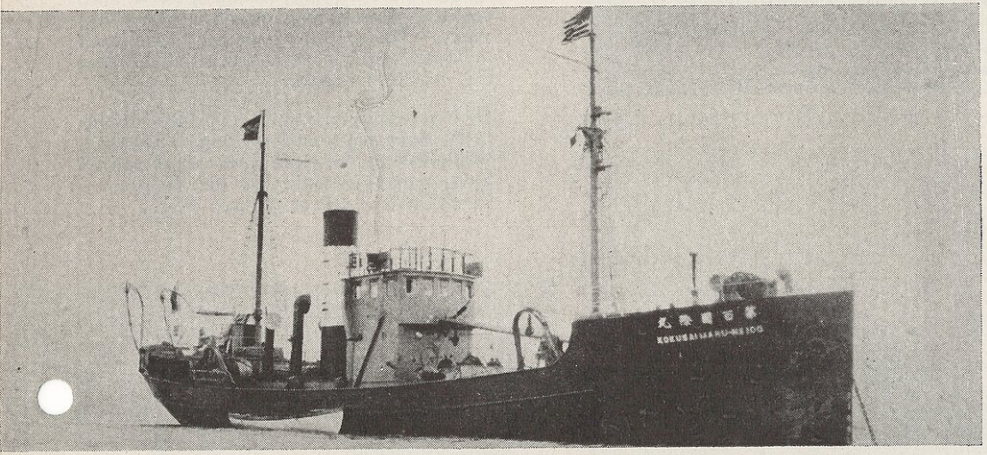


▼ SENDAI MARU class 150′ 475 gross tons.

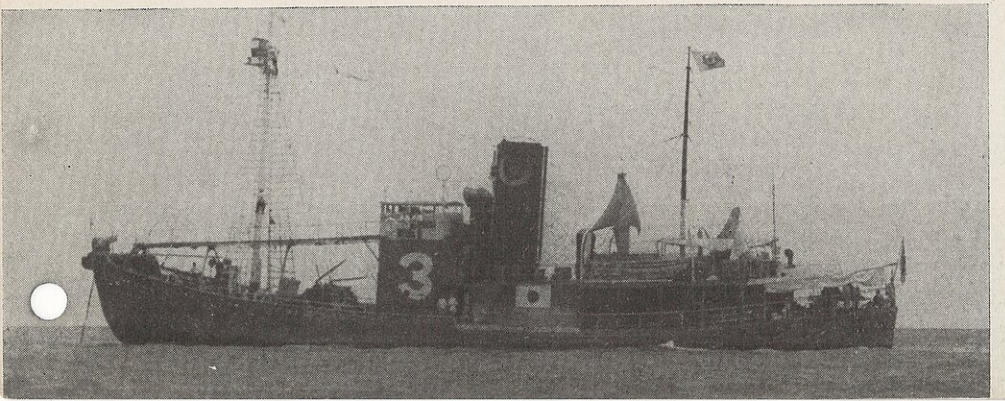


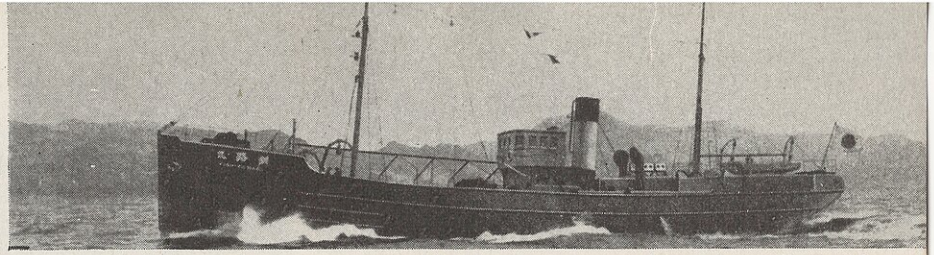
MISCELLANEOUS TUGS AND TRAWLERS

Smaller oceangoing types include the tugs, trawlers, and whale-killer vessels shown below. A large number of these ships are actively serving the Navy. They may be armed with 2–3" or heavy AA machine-gun batteries.

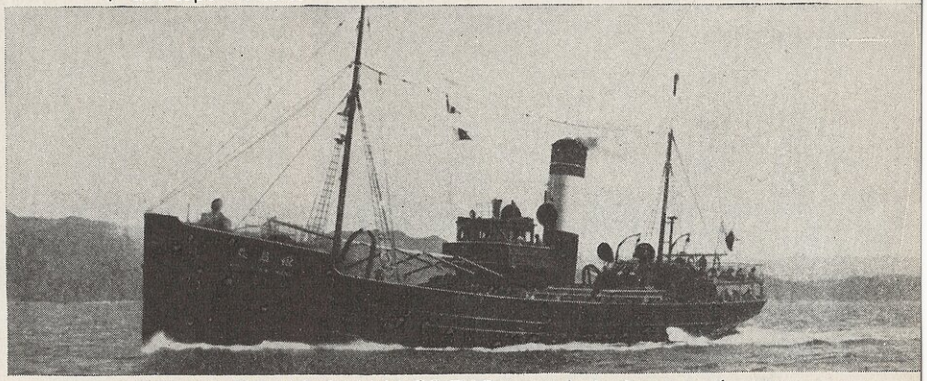


▼ WHALE KILLER BOAT, typical of a large number of Japanese and Norwegian ships; largely employed by the Navy as coastal patrol and net-tending vessels. Length, 120"; tonnage, 250 gross tons.

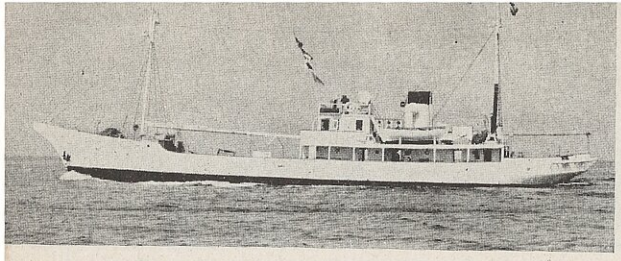




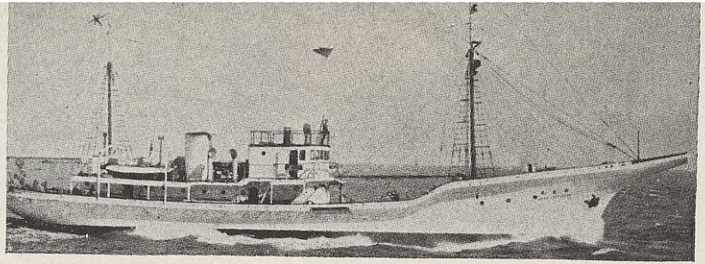
▲ Older trawler types are exemplified by the two steam-driven classes illustrated
◀ and the KUSHIRO MARU class. Note the difference in general hull lines
▼ and superstructure.



▼ OCEAN GOING SALVAGE TUG, typical of a large, modern group serving the fleet in tug, repair, or salvage duties. These units play an unusually important role in salvage work, for which the Japanese are noted.



▲ FISHING SPOTTER BOAT



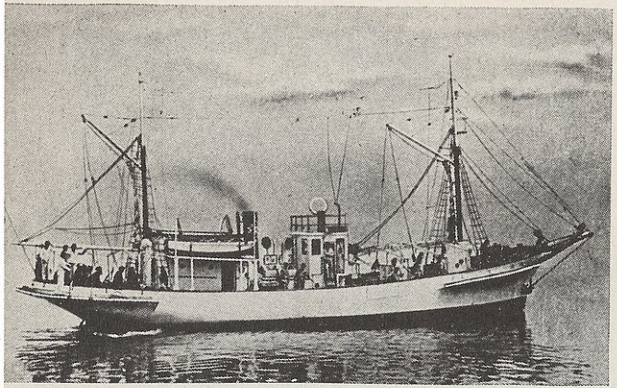
EXPERIMENTAL STEAM TRAWLER ▲

▼ DRAGNET FISHING BOAT

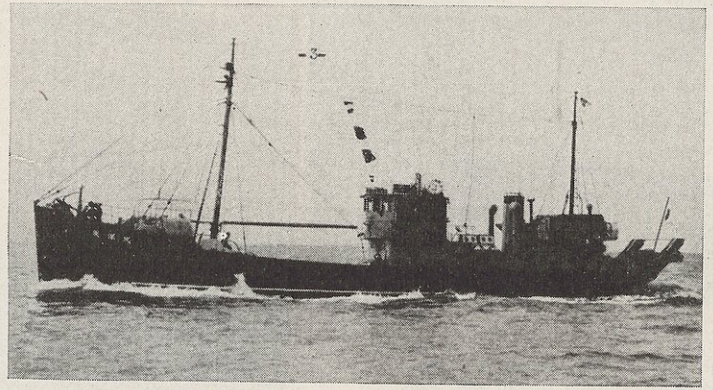
SMALL FISHING BOATS

Smaller modern versions of the preceding types are the trawlers, fishing spotters, crab catchers and fishing training ships illustrated. These, too, are actively employed in Japan's fishing industry or as YP, AMc, PC, etc., in her Navy.

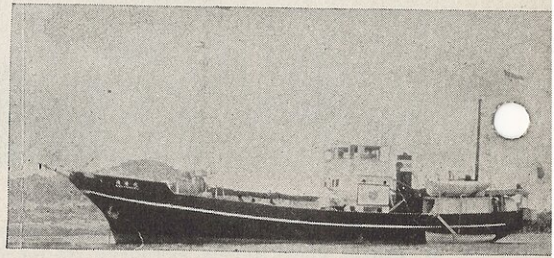
Their size ranges from 60′ and 80 tons up to the deep-sea types previously illustrated. While fishing, they are often accompanied by a mother—usually an old freighter—which services a fleet of these craft.



▲ DEEP SEA FISHING TRAINING BOAT

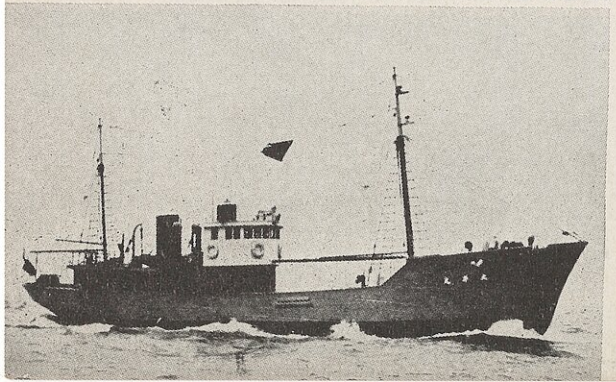


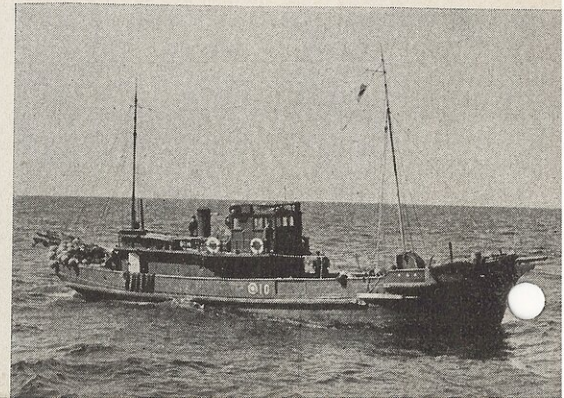
▼ MISCELLANEOUS FISHING TRAWLER



▼ CRAB TENDERS ▲

▼ DRAGLINE FISHING BOAT

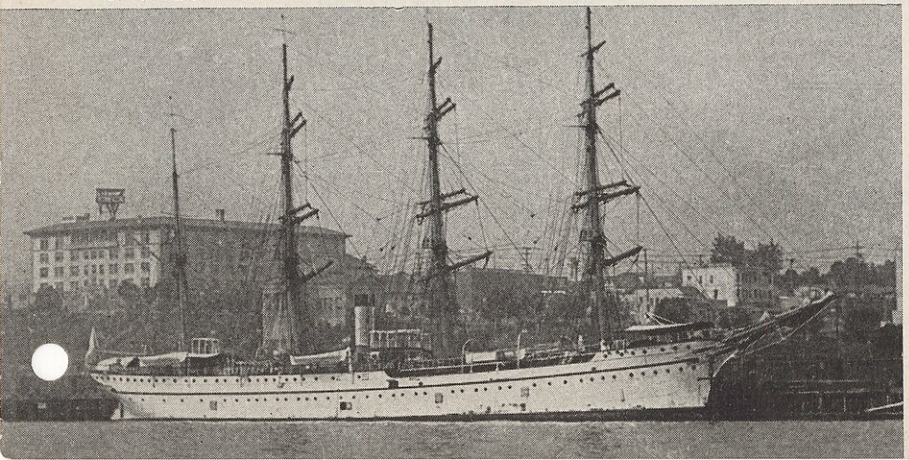




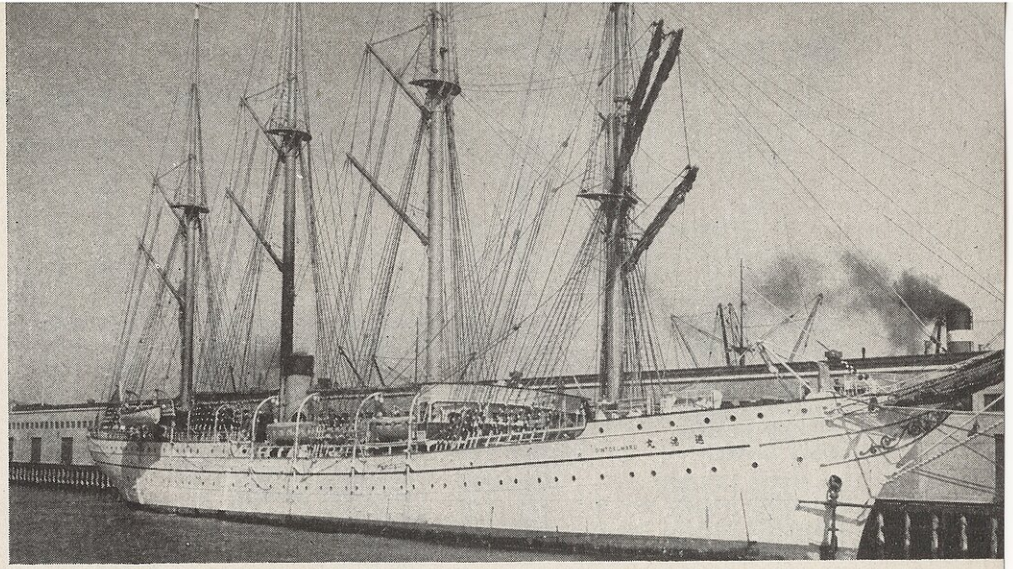
SAILING SHIPS

Representative of the extensive fleet of sailing ships in Japan are the large training ships, used primarily for maritime cadet training, and the two- and three-masted schooners, which are still used for fishing and coastal trading. The latter group numbers in the hundreds. Most of the sailing types are equipped with auxiliary propulsion.

▲ Small schooners—typical of a vast fleet.

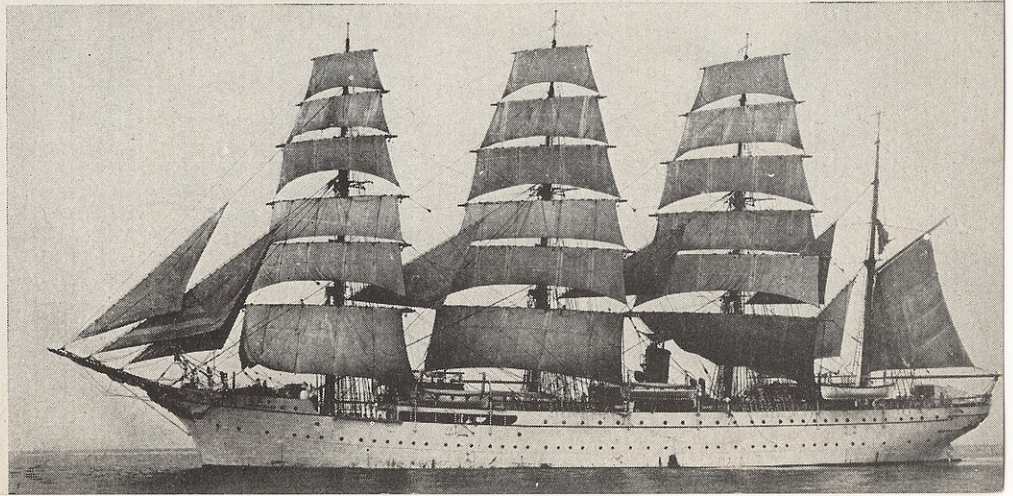


▼ TAISEI MARU AUX. 4 MST. BARK TRAINING SHIP 277′ 2,423 gross tons.



▲ SINTOKU MARU AUX. 4 MST. BARQUENTINE TRAINING SHIP 280′ 2,518 gross tons.

▼ NIPPON MARU AUX. 4 MST. BARK TRAINING SHIP 260′ 2,284 gross tons.



JAPANESE STEAM AND MOTOR VESSELS

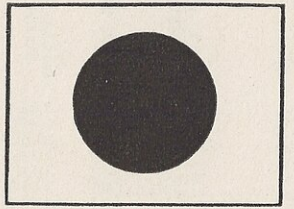
[500 tons to 1,000 tons]

NAME	Gross tons	Length
AKAGI MARU	699	186
AKASI MARU	586	134
AKITU MARU	610	164
AMAMI MARU	747	180
AMOY MARU	734	185
ASAHI MARU	986	216
ASO MARU	704	170
BANSYU MARU	992	200
BANSYU MARU No. 3	725	170
BANSYU MARU No. 6	657	175
BUZYUN MARU	801	145
DAIGEN MARU No. 6	510	160
DAIKOKU MARU	598	175
DAIKOKUTEN MARU	648	170
DAIKOKUZAN MARU	688	188
EGUTI MARU No. 7	500	145
EHIME MARU	638	178
EIHO MARU	741	180
EIHUKU MARU	756	199
EIRYU MARU	758	175
EKISIN MARU	993	208
GISYO MARU	520	160
GIYU MARU	878	185
HADATI MARU	999	216
HAKUGA MARU	889	185
HAKUTETU MARU No. 1	626	179
HAKUTETU MARU No. 3	763	182
HAKUTETU MARU No. 5	800	190
HAKUUN MARU	594	155
HAKUUN MARU No. 2	861	200
HALABAN MARU	682	185
HANSIN MARU No. 1	678	190
HAYATAKA MARU	836	190
HAYATOMO MARU	697	170
HEITO MARU	570	170
HEIYU MARU	973	199
HIDAKA MARU	739	181
HIDEYOSI MARU	712	191
HIKOSIMI MARU	977	208
HIMETAKA MARU	554	146
HINO MARU No. 2	977	200
HINOKI	500	144
HINOKI	599	169
HIRO MARU	549	170
HIROSI MARU	549	176
HIROSI MARU No. 3	940	190
HISI MARU No. 2	857	190
HITAKI MARU	740	188
HIZEN MARU	946	222
HOKUZAN MARU	999	190
HOREI MARU	658	182
HORONAI MARU	999	196
HUKUEI MARU No.	617	170
HUKUEI MARU No. 10	847	185
HUKUEI MARU No. 15	867	185
HUNAGAWA MARU	869	185
HUSO MARU	997	218
HUZI MARU	703	170
HYAKUHUKU MARU	986	200
IMIZU MARU	986	202
INABASON MARU	989	190
INUSIMI MARU No. 1	598	169
INUSIMI MARU No. 2	616	164
INUSIMI MARU No. 6	587	166
ISE MARU	509	135
IWAISIMA MARU	695	170
IWAMI MARU	774	188
IWATO MARU	527	160
IWANG MARU	943	197
KAIRYU MARU	576	155
KAISEI MARU	551	146
KAISYUN MARU	495	165
KAKINOURA MARU	838	150
KANKO MARU	890	185
KANMON MARU No. 5	502	176
KANNOURA MARU	577	175
KASI MARU	654	171
KASIMA MARU	879	185
KASIWA MARU	972	190
KASIWA MARU	516	150
KATURA MARU	541	160
KATURAHAMA MARU	716	187
KENZAN MARU	951	206
KIKU MARU	760	180
KIMIGAYO MARU	670	176
KIMIGAYO MARU No. 2	919	206
KIRI MARU	531	160
KIRI MARU No. 8	946	206
KISO MARU	704	170
KISO MARU	555	158
KITAKAMI MARU	508	164
KOA MARU	622	167
KOAN MARU	885	187
KOAN MARU	661	171
KOGA MARU	885	185
KOGI MARU	857	185
KOHAN MARU	551	171
KOHUKU MARU	753	180
KOHUKU MARU No. 2	969	190
KOKAI MARU	541	160
KOKKO MARU	717	170
KOKKOKU MARU	544	167
KOKUKO MARU	716	170
KONAN MARU	994	190
KORYO MARU	726	187
KORYO MARU	588	177
KORYU MARU	726	180
KOSER MARU	865	185
KOTOBUKI MARU No. 3	723	184
KOTOBUKI MARU No. 5	720	180
KOUN MARU	753	187
KOUN MARU No. 2	606	183
KOZAN MARU No. 2	864	193
KUNSAN MARU	735	186
KUROGANE MARU	988	210
KYODO MARU No. 18	794	180
KYOEI MARU	603	176
KYOSEI MARU	557	150
KYUSYU MARU	633	170
MASAYOSI MARU	971	194
MATU MARU	689	179
MIHARA MARU	697	179
MIHO MARU	682	170
MIHO MARU	515	163

JAPANESE STEAM AND MOTOR VESSELS—Continued

[500 tons to 1,000 tons]

NAME	Gross tons	Length
MIKAGEN MARU No. 2	617	170
MINATO MARU	665	177
MISAKI MARU No. 2	766	180
MITUMINE MARU	996	194
MIYAKO MARU	971	190
MOPPO MARU	739	186
MUNAKATA MARU	980	200
NAGARA MARU	856	185
NAGARAGAWA MARU	990	190
NAGATA MARU No. 28	670	182
NAMIKIRI MARU	689	173
NANKAI MARU	544	140
NASU MARU	695	175
NISSYO MARU No. 3	676	180
NISSYO MARU No. 5	783	180
NISSYO MARU No. 6	642	185
NITTYO MARU	549	160
OHAMARU	981	220
OI MARU	498	164
OIGAWA MARU	575	177
OITA MARU	712	187
OKI MARU	499	150
OKINOYAMA MARU	984	190
OKINOYAMA MARU No. 3	871	180
ONDO MARU	688	170
OSIMA MARU	970	211
RYUHEI MARU	726	180
RYUKYU MARU	731	185
RYUTO MARU No. 1	651	181
RYUTO MARU No. 2	651	181
SAKAE MARU	540	150
SANKO MARU	636	161
SANSUI MARU	812	190
SANYO MARU	976	212
SANYO MARU	545	140
SANYU MARU	531	155
SANWA MARU	547	155
SEIHA MARU	984	195
SEIKO MARU	708	170
SEIWA MARU No. 2	593	169
SEKINO MARU	998	196
SEKIYO MARU	629	168
SIGA MARU	742	185
SIGENOBUGAWA MARU	496	138
SIMONOSEKI MARU	527	125
SINEI MARU	973	196
SINEI MARU No. 3	958	196
SINGISYU MARU	708	177
SINGYO MARU	528	161
SIN-I-MARU	548	149
SINKO MARU	935	206
SINREI MARU	987	190
SINTO MARU No. 3	557	155
SIOYA MARU	749	182
SIROGANE MARU	929	185
SOTO MARU	588	179
SOYA MARU	692	152
SUMIDA MARU	546	150
SURUGA MARU	992	203
SUZUYA MARU	901	190
SYOHUKU MARU	680	181
SYOHUKU MARU No. 2	729	183
SYOSEI MARU	998	210
SYOSEI MARU	774	181
SYUKO MARU	885	185
SYUNYO MARU No. 2	604	171
SYUNZAN MARU No. 2	608	163
TAIHUKU MARU	678	175
TAIMEI MARU	989	190
TAISYO MARU	797	196
TAISYO MARU No. 1	605	173
TAIUN MARU No. 6	601	166
TAIYO MARU	671	176
TAKATORI MARU No. 2	521	170
TAKUNAN MARU	751	177
TAMA MARU	801	200
TAMAE MARU	937	190
TARUMI MARU	729	177
TATU MARU	501	145
TEKKO MARU	586	167
TENRYU MARU	555	158
TENRYUGAWA MARU	546	177
TENSYO MARU	601	174
TENYO MARU	658	176
TENYU MARU	735	180
TIYO MARU	657	175
TOKIHIME MARU	741	180
TOKIWA MARU No. 1	885	190
TOKO MARU	722	170
TOKYO MARU	903	198
TOMIOKA MARU	970	202
TONE MARU	538	150
TONEGAWA MARU	574	177
TORA MARU	503	184
TORAI MARU	643	175
TOSEI MARU No. 1	543	150
TOSEI MARU No. 2	501	155
TOYAMA MARU	913	185
TOYO MARU No. 3	985	210
TOYOHARI MARU	805	185
TYOHUKU MARU	527	160
TYOKI MARU	927	188
TYOKO MARU	889	187
UNKAI No. 10	851	185
UNKAI No. 13	745	180
UNYU MARU No. 2	635	177
URAZIO MARU	897	196
USA MARU	843	180
UWAZIMA MARU No. 15	824	188
UWAZIMA MARU No. 18	885	182
UWAZIMA MARU No. 21	739	184
UWAZIMA MARU No. 22	725	184
UWAZIMA MARU No. 25	744	180
UZI MARU	873	185
WAKAMIYA MARU	548	145
YAMAMATU MARU	845	216
YAMATO MARU No. 3	534	146
YAMATOGAWA MARU	750	195
YONEYAMA MARU	584	171
YORIHIME MARU	526	155
YOSIURA MARU	541	169
YOSYU MARU	499	113
YUEN KIANG MARU	875	203
YUSEI MARU	600	159
YUSYO MARU	807	185
ZINTU MARU	995	210
ZUISYO MARU	534	156
ZYUN MARU	982	202



STATISTICAL DATA ON

JAPANESE MERCHANT SHIPS

ONI 208-JS

RESTRICTED

NAME	HEPBURN SPELLING	EX-NAME	TRANSPORT NO.	YEAR BUILT	GROSS TONNAGE	DEADWEIGHT TONNAGE IN 100 TONS	CRUISING SPEED	LENGTH, B. P.	BEAM	LOADED DRAFT	WHERE BUILT	CODE		PAGE NO.
ADEN MARU				19	5,824	90	10	385	51	27	JA	30	MFM	189
AFRICA MARU			930	18	9,476	112	14	475	61	28	JA	22	MKFKM	99
AIKOKU MARU				40	10,500	95	17	492	66	29	JA	10	MKFKM	48
AITOKU MARU				24	1,328	21	10	225	33	17	JA	24	MFM	155
AKAGANE MARU				40	3,121	48	11½	318	46	21	JA	23	MFM	104
AKAGI MARU			120	36	7,390	95	16½	463	62	28	JA	23A	MKFKM	114
AKAGISAN MARU				24	4,634	70	12	375	50	24	JA	24A	MFKM	166
AKASI MARU	Akashi Maru			18	3,228	51	10	331	47	22	GB	38	MFM	230
AKASISAN MARU	Akashisan Maru			35	4,551	64	13	362	50	24	JA	23A	MFKMK	112
AKATUKI MARU	Akatsuki Maru			38	10,216	140	17	505	65	30	JA	54	MKMFK	273
AKEBONO MARU				39	10,182	140	17	505	65	30	JA	54	MKMFK	273
AKIBASAN MARU				24	4,607	69	12	375	50	25	JA	38A	MFKM	256
AKITA MARU				16	3,817	63	13½	345	50	24	JA	24	MFM	130
AKITSU MARU				36	1,038	16		197	33		JA			
AKIURA MARU				38	6,304	101	15½	437	59	26	JA	24A	MKFKM	170
ALASKA MARU				19	7,379	107	12½	420	56	28	JA	32	MFKM	201
AMAGI MARU				24	3,165	42	12	316	46	21	JA	24	MFM	138
AMAGISAN MARU				33	7,620	98	16	454	60	28	JA	23A	MKFKM	115
AMAHO MARU				98	2,769	44	9	314	44	20	GB			
AMAKASU MARU #1				39	1,913	27		272	40		JA	46	MKMF	270
AMAKUSA MARU		AMUR		01	2,340	28	12½	279	41	20	GE	7	MFM	37
AMERICA MARU				98	6,070	58	14½	423	51	27	GB	4	MFFM	9
ANIWA MARU				27	3,391	21	12	310	45	21	JA	3	MFFMK	5
ANNAN MARU				11	2,939	51	10	305	44	23	GB	38	MFM	233
ANSYU MARU	Anshu Maru			37	2,601	40	125	295	45	20	JA	23	MFM	105
ANYO MARU			974	13	9,257	125	12	460	60	30	JA	14	MKFM	68
ANZAN MARU		WEST HARCUVAR MARU		19	5,493	86	10½	410	54	24	AM	38	MFM	215
ANZAN MARU				15	3,890	64	9½	350	51	23	GB	38	MFM	226
AOBASAN MARU	Awobasan Maru			35	8,812	109	16½	450	62	26	JA	15	MKFKKM	84
ARABIA MARU				18	9,480	112	14	475	61	28	JA	22	MKFKM	99
ARATAMA MARU				38	6,784	100	13	447	59	27	JA	23A	MKFKM	116
ARGENTINA MARU			296	39	12,755	82	18	545	69	29	JA	10	MKFKM	47
ARGUN MARU				20	6,662	105	10½	415	56	28	JA	38	MFKM	247
ARIMA MARU				36	7,390	95	16½	463	62	28	JA	23A	MKFKM	114
ARIMASAN MARU				37	8,696	105	17½	450	62	30	JA	15	KMFKMK	86
ARIZONA MARU			830	20	9,684	111	14	475	61	28	JA	22	KMKFKM	100
ASAHI MARU				14	9,326	58	15½	483	59	27	IT	11	MKFMK	56
ASAHI MARU #2				19	1,323	21	8	220	35	16	JA	24	MFM	157
ASAHISAN MARU				35	4,551	64	13	360	50	24	JA	23A	MFKMK	112
ASAKA MARU				37	7,399	96	16½	463	62	27	JA	23A	MMFKM	114
ASAKA MARU				09	4,681	72	9	377	52	23	GB	38	MFMK	243
ASAKASAN MARU				37	8,702	105	17½	455	62	30	JA	15	KMFKMK	86
ASAKAZE MARU				38	6,517	96	12	424	57	28	JA	23A	MKFKM	121
ASAMA MARU				29	16,975	81	19	560	72	29	JA	3	MFFM	1
ASAMA MARU				18	2,017	36	8½	270	39	20	JA	24	MFM	147
ASAMA MARU				01	4,892	75	10	370	52	25	GB	38	MFM	225
ASO MARU			66	23	3,028	42	12	316	46	21	JA	24	MFM	138
ASOSAN MARU				35	8,812	109	16½	453	62	26	JA	15	MKFKKM	84
ASUKA MARU				24	7,523	107	13	440	57	29	GB	32	MFKM	200
ATAGO MARU				24	7,543	105	13	440	57	28	GB	32	MFKM	200
ATLANTIC MARU				20	5,873	90	10	385	51	27	JA	30	MFM	189

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NAME	HEPBURN SPELLING	EX-NAME	TRANSPORT NO.	YEAR BUILT	GROSS TONNAGE	DEADWEIGHT TONNAGE IN 100 TONS	CRUISING SPEED	LENGTH, B. P.	BEAM	LOADED DRAFT	WHERE BUILT	CODE		PAGE NO.
ATLAS MARU				20	7,347	107	12½	420	56	28	JA	32	MFKM	201
ATUTA MARU	Atsuta Maru			09	7,983	93	14	460	56	27	JA	11	MKFM	52
ATUTASAN MARU	Atsutasan Maru		812?	37	8,663	105	17½	455	62	27	JA	15	KMFKMK	86
AWATA MARU				37	7,398	96	16½	463	62	28	JA	23A	MKFKM	114
AWAZI MARU	Awaji Maru			06	1,948	27	8	285	38	19	GB			
AWAZISAN MARU	Awajisan Maru			39	9,794	109	18½	476	64	29	JA	15	KMFKMK	85
AYATOSAN MARU			850?	39	9,800	109	18½	476	64	29	JA	15	KMFKMK	85
AZUMA MARU				38	6,646	93	16½	462	62	28	JA	15	MKFKM	74
AZUMASAN MARU			148	33	7,623	98	16½	454	60	28	JA	23A	MKFKM	115
AZUSA MARU				39	1,370	19	10	228	34	17	JA	23	KMFM	108
BAIKAL MARU				21	5,266	48	15	400	50	23	JA	11	KMFMK	58
BANDOENG MARU				20	2,104	63	10	345	50	24	JA	24	MFM	130
BANEI MARU #2	Banyei Maru #2			17	1,186	20	9	220	34	16	JA	24	MFM	155
BANEI MARU #3	Banyei Maru #3			19	1,778	28	8½	265	36	18	JA	24	MFM	147
BANEI MARU #6	Banyei Maru #6			17	1,191	20	9	220	34	16	JA	24	MFM	155
BANEI MARU #7	Banyei Maru #7			18	1,189	20	8	220	34	16	JA	24	MFM	157
BANEI MARU #15	Banyei Maru #15			19	1,828	28	8½	265	36	18	JA	24	MFM	147
BANGKOK MARU				37	5,351	66	15	376	56	23	JA	16	MKFKM	92
BANSEI MARU				00	3,120	52	8	325	47	21	GB	24A	MKFM	168
BATAVIA MARU				19	4,393	66	10½	345	50	24	JA	38	MFKM	248
BELGIUM MARU				20	5,839	91	10	385	51	27	JA	30	MFM	189
BENGAL MARU				21	5,399	83	10	400	50	25	JA	38	MFMK	240
BIHUKU MARU	Bifuku Maru			99	2,558	25	13	312	39	20	GB	14	KMFMK	70
BIYO MARU				21	5,480	88	12	400	53	26	JA	38	MFM	220
BORDEAUX MARU				23	6,567	98	13	405	53	28	JA	32	MFKM	203
BORNEO MARU				17	5,864	91	12½	385	51	27	JA	30	MFM	189
BOSTON MARU				19	5,477	87	10	400	53	26	JA	38	MFM	220
BRASIL MARU				39	12,752	82	18	545	69	29	JA	10	MKFKM	47
BRAZIL MARU			526	19	5,860	91	9½	385	51	27	JA	30	MFM	189
BRISBANE MARU			702	30	5,425	67	15	380	55	24	JA	16	MKFKM	91
BUENOS AIRES MARU			997	29	9,626	82	15	461	62	26	JA	10	MFMK	45
BUNZAN MARU				41	3,000	45	14	305	45	20	JA	23	MFM	105
BURMA MARU				17	4,585	79	12	385	51	25	JA	30	MFM	189
BUSYO MARU	Busho Maru		15	21	2,569	35	10½	285	43	20	JA	38	MFMK	244
BUSYU MARU	Bushu Maru			18	1,222	17	9	217	34	16	JA	46	MMF	
BUYO MARU				19	5,447	88	9½	400	53	26	JA	38	MFM	220
BUZAN MARU				41	3,000	45	14	305	45	20	JA	23	MFM	105
BUZYUN MARU	Bujun Maru			29	4,804	72	10	371	51	24	JA	46	MKMF	268
CALCUTTA MARU				17	5,339	84	13	400	55	25	JA	38	MFMK	240
CANBERRA MARU	Kanbera Maru			36	6,477	70	17½	425	57	25	JA	15	KMFMK	80
CANTON MARU				28	2,820	25	11	300	45	18	JA	7	MFM	37
CELEBES MARU				17	5,863	90	12½	385	51	27	JA	30	MFM	189
CEYLON MARU				04	4,905	64	10	385	49	24	JA	38	MFM	223
CHERIBON MARU				21	4,016	63	10	345	50	24	JA	24	MFM	131
CHICAGO MARU				10	5,866	77	13	410	51	26	JA	24A	MKFKM	173
CHILE MARU				19	5,860	91	10	385	51	27	JA	30	MFM	189
CHINA MARU				20	5,870	91	10	385	51	27	JA	30	MFM	189
CHINZI MARU				41	2,000	30	12½				JA			
CLYDE MARU				20	5,498	88	9½	400	53	26	JA	38	MFM	221
COLUMBIA MARU				27	5,618	93	11	405	55	26	JA	24A	KMFKM	174
CUBA MARU				26	5,950	91	12	405	53	27	GB	37	MFMK	210

NAME	HEPBURN SPELLING	EX-NAME	TRANSPORT NO.	YEAR BUILT	GROSS TONNAGE	DEADWEIGHT TONNAGE IN 100 TONS	CRUISING SPEED	LENGTH, B. P.	BEAM	LOADED DRAFT	WHERE BUILT	CODE		PAGE NO.
DAIAN MARU				18	1,032	16	8	196	32	15	JA	24	MFM	158
DAIBOSI MARU #2				02	3,925	55	10	361	49	23	GB	14	MFM	64
DAIBOSI MARU #6	Daiboshi Maru #6			89	2,388	35	9½	290	38	20	GB	26	MFM	178
DAIBOSI MARU	Daiboshi Maru		83	35	2,962	40	12	298	45	21	JA	23	MFM	107
DAIDO MARU				17	1,999	32	9½	251	44	20	GB	24	MFM	151
DAIGEN MARU #2				08	5,256	80	10½	400	52	25	GB	38	MFMK	241
DAIGEN MARU #3				37	1,290	19		219	36		JA			
DAIGEN MARU #7				38	1,300	20		224	36		JA			
DAIGEN MARU #8				20	2,221	35	9	252	44	21	AM	24	MKFKM	163
DAIGEN MARU				06	1,868	32	9	251	37	20	GE	14	MFM	66
DAIHO MARU #3				07	3,184	48	8	315	47	20	GB	38	MFMK	244
DAIHUKU MARU	Daifuku Maru			29	7,270	113	12	430	57	28	JA	63	MMF	287
DAIITI OGURA MARU		OGURA #1		20	1,518	22	10	250	35	18	JA	24	MFM	
DAIKYU MARU				30	7,311	113	12	430	57	28	JA	63	MMF	287
DAINI OGURA MARU		OGURA #2		22	5,813	89	10½	385	51	27	JA	30	MFKM	193
DAINITI MARU	Dainichi Maru		342	25	3,748	30	14	360	46	20	JA	3	MFFM	3
DAIREN MARU				16	7,350	101	11	451	58	28	GB	24	MFM	126
DAISAN OGURA MARU		OGURA #3		18	1,307	20	8½	228	33	16	JA	24	MFM	154
DAISIN MARU #1	Daishin Maru #1			13	1,147	20	8½	225	33	17	JA	24	MFM	155
DAISIN MARU #2	Daishin Maru #2			05	1,307	13	9½	228	34	15	JA	24	MFM	154
DAISIN MARU	Daishin Maru			19	5,877	84	10	400	52	26	GB	30	MMF	184
DAISIN MARU		NORDHAV		18	1,518	26	8	240	34	20	JA	24	MFM	153
DAISYO MARU	Daisho Maru			19	3,322	53	10	332	47	22	GB	38	MFM	230
DAISYU MARU	Daishu Maru			05	1,280	14	8½	228	34	16	JA			
DAITI MARU	Daichi Maru			18	1,233	19	8½	228	33	16	JA	24A	MFM	166
DAITO MARU				17	1,131	19	9	209	31		JA	24	MFM	
DAITOKU MARU				02	2,760	41	9	332	41	20	JA	21	MFM	96
DAIYA MARU		DAI-YA MARU		18	1,279	19	8½	217	32	17	JA	26	MFM	181
DAIZYU MARU	Daiju Maru			20	7,170	107	12	420	56	28	JA	32	MFKM	201
DAKAR MARU				19	7,148	106	12	420	56	28	JA	32	MFKM	201
DELAGOA MARU				22	2,182	29	11	270	43	18	JA			
DELHI MARU				20	5,870	91	10	385	51	27	JA	30	MFM	189
DENMARK MARU				20	3,212	50	8½	305	44	23	JA	38	MFM	233
DOVER MARU				13	1,679	27	9	250	35	18	JA	24	MFM	153
DOZAN MARU				19	7,164	106	12	420	56	28	JA	32	MFKM	201
DURBAN MARU			42?	37	1,301	19		219	36		JA			
EDO MARU	Yedo Maru			20	4,654	67	12	360	51	23	JA	38	MFM	228
EHIME MARU	Yehime Maru			05	3,826	63	11	352	50	23	GB	38	MFMK	243
EIAN MARU	Yeian Maru			39	3,520	51	13½	344	48		JA	24	MFM	134
EIHUKU MARU	Yeifuku Maru			18	5,866	91	9½	385	51	27	JA	30	MFM	189
EIHUKU MARU	Yeifuku Maru			40	3,535	50	14	340	48		JA			
EIKO MARU				03	1,843	25	12	262	36	21	JA			
EIKO MARU	Yeiko Maru			18	1,164	18	8	215	36	16	JA	20	MFM	93
EIKO MARU	Yeiko Maru			37	3,026	38	11½	303	45	20	JA	23	MFM	106
EIKO MARU				29	8,674	126	13	461	60	29	JA	63	MKMF	290
EIYO MARU	Yeiyo Maru	AURORA		13	4,702	82	9	383	52	25	GB	38A	MFM	254
EIZAN MARU				15	1,680	26	8	249	38	18	JA			
EIZAN MARU	Yeizan Maru			97	2,455	39	9	302	43	19	GB	24	MFM	140
EIZYU MARU	Yeiju Maru	DAISHIN MARU #5		16	2,156	36	10	268	41	20	JA	24	MFM	147
EIZYUN MARU	Yeijun Maru			19	3,461	49	11	331	47	22	GB	38	MFM	230
ENDAI MARU	Yendai Maru			19	5,830	90	10	385	51	27	JA	30	MFM	189
ENGLAND MARU														

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NAME	HEPBURN SPELLING	EX-NAME	TRANSPORT NO.	YEAR BUILT	GROSS TONNAGE	DEADWEIGHT TONNAGE IN 100 TONS	CRUISING SPEED	LENGTH, B. P.	BEAM	LOADED DRAFT	WHERE BUILT	CODE		PAGE NO.
ENZYU MARU		MIRAFLORES		19	5,764	84	11	400	52	25	GB	38	MFM	219
ERIE MARU			584	20	5,493	87	9½	400	53	26	JA	38	MFM	221
ERIMO				20	8,000		9	455	58	26	JA	60	MKMFK	282
ESUTORU MARU	Yesutoru Maru			18	3,295	51	9	305	45	23	JA	38	MFM	233
ETIZEN MARU	Echizen Maru	YETSUZEN MARU		07	2,425	30	8½	294	44	16	GB			
FENG YANG MARU				15	3,977	20	11	320	47		JA			
FLORIDA MARU			266?	25	5,845	91	12	405	53	27	JA	38	KMFKM	253
FRANCE MARU				19	5,828	90	10	385	51	27	JA	30	MFM	189
GANGES MARU				18	4,382	66	10½	345	50	24	JA	38	MFKM	248
GASSAN MARU				38	4,515	44	14	357	49	21	JA	6	MFM	25
GENBU MARU				25	1,872	32	10	255	39	20	JA			
GENKAI MARU				39	3,851	55	14	340	48	22	JA	24A	MKFM	167
GENMEI MARU				17	3,181	49	10	305	44	23	JA	38	MFM	233
GENOA MARU			384	19	6,785	109	12	425	54	29	JA	30	MFM	185
GENYO MARU				37	10,019	135	17	503	65	30	JA	55	MKMFK	277
GENZAN MARU		PEI PING		06	5,709	86	11	421	55	25	GE	38	MFMK	239
GIHU MARU	Gifu Maru		300	21	2,933	49	8	305	44	21	JA	38	MFM	233
GINYO MARU			374	21	8,613	112	12	445	58	28	JA	16	MKFKM	91
GLASGOW MARU				19	5,831	90	10	385	51	27	JA	30	MFM	189
GOKENZAN MARU				98	1,649	25	10½	258	37	17	GB	26	MFM	
GOKOKU MARU	Kohuku Maru			18	5,822	90	10	385	51	27	JA	30	MFM	189
GORYU MARU				40	1,912	28	13½	272	40	17	JA	46	MKMF	270
GOSEI MARU			505	37	1,931	28	13	272	40	17	JA	46	MKMF	270
GOSYU MARU				39	8,592	106	15	443	60	28	JA	15	MKFKM	78
GOYO MARU			147	38	8,469	106	15	443	60	28	JA	15	MKFKM	78
GOZAN MARU				19	3,213	49	8½	305	44	23	JA	38	MFM	233
GYOKO MARU	Gyokoh Maru			10	5,342	82	9½	405	52	25	GB	38	MFKMK	250
HAGANE MARU				38	1,901	29		282	39		JA			
HAGUE MARU				20	5,642	87	12½	407	51	26	JA	38	MFKMK	249
HAGURO MARU				28	3,353	56	10	340	49	22	JA			
HAKKA MARU				37	1,531	20	11	247	39		JA			
HAKKAI MARU				38	5,114	83	14	422	58	24	JA	15	MKFKM	79
HAKKAISAN MARU				37	3,311	48	11½	319	46	21	JA	23	MFM	103
HAKKAI MARU				39	2,921	42	12	309	45		JA	24	MFM	
HAKKO MARU		CLIFFORD		17	6,035	116	12	402	54	27	AM	65	MMF	292
HAKODATE MARU				19	5,303	38	10	400	55	25	JA	38	MFMK	240
HAKONE MARU				21	10,420	115	15	495	62	29	JA	11	MKFKM	57
HAKONESAN MARU				29	6,674	97	13	438	57	26	JA	38	MKFKM	251
HAKOZAKI MARU				22	10,413	114	15	495	62	29	JA	11	MKFKM	57
HAKOZAKI MARU				39	3,949	52	11½	353	49	22	JA	25	MKFM	176
HAKUAI MARU				98	2,615	25	13	312	39	20	GB	14	MFM	65
HAKUBASAN MARU				28	6,650	98	13	438	57	26	JA	38	MKFKM	251
HAKUSA				14	3,841		3	370	51	20	GB	38A	MFM	255
HAKUSAN MARU				40	4,500	68	12	476	62		JA			
HAKUSAN MARU				23	10,380	114	15	495	62	29	JA	11	MKFKM	57
HAKUSAN MARU				20	2,197	36	9½	270	39	20	JA	24	MFM	147
HAKUSIKA MARU	Hakushika Maru			17	8,151	115	10	445	58	29	JA	30	MKFKMK	195
HAKUSIN MARU	Hakushin Maru			14	1,482	20	10	254	38	15	JA	45	MMF	
HAKUTETU MARU #7	Hakutetsu Maru #7			36	1,018	15		206	31		JA			
HAKUTETU MARU #11	Hakutetsu Maru #11			37	1,297	19		219	32		JA			
HAKUYO MARU				29	1,327		13	225	36	15	JA	26	MFM	179

NAME	HEPBURN SPELLING	EX-NAME	TRANSPORT NO.	YEAR BUILT	GROSS TONNAGE	DEADWEIGHT TONNAGE IN 100 TONS	CRUISING SPEED	LENGTH, B. P.	BEAM	LOADED DRAFT	WHERE BUILT	CODE		PAGE NO.
HAMBURG MARU				20	5,220	85	12½	400	55	25	JA	38	MFM	218
HANASAKI MARU				05	1,464	23	8	235	35	19	NO	14	MFM	67
HANKOW MARU				19	4,105	64	11	345	48	24	JA	24	MFM	132
HARADA MARU				03	4,109	42	13½	374	45	24	GB	4	CMFFM	13
HARADA MARU #7				19	1,269	20	9	225	32	17	JA	26	MFM	181
HARUNA MARU				22	10,421	115	15	495	62	29	JA	11	MKFKM	57
HARUNA MARU				23	1,549	16	10	250	37	17	JA	46	MMF	267
HATTENZAN MARU		HATTEN MARU		18	1,180	20	8	220	34	16	JA	24	MFM	157
HAVANA MARU				20	5,652	86	12½	407	51	26	JA	38	MFKMK	249
HAVRE MARU			606	20	5,457	88	9½	400	53	26	JA	38	MFM	220
HAVRE MARU				20	5,652	86	12½	407	51	26	JA	38	MFKMK	249
HAWAII MARU				15	9,467	114	14	475	61	28	JA	22	MKFKM	99
HAYATOMO				24	8,000		9	455	58	26	JA	60	MKMFK	282
HAYO MARU				21	5,446	88	12	400	53	26	JA	38	MFM	220
HEIAN MARU				30	1,1616	102	17	512	66	30	JA	12	MFKMK	61
HEIAN MARU				17	1,507	23	10	240	36		JA			
HEIAN MARU		PING AN	616	21	5,346	81	11	400	52	25	GB	38	MFM	219
HEIEI MARU #7	Heiyei Maru #7			03	4,815	72	10½	390	52	24	GB	38	MFMK	238
HEIMEI MARU				19	4,364	67	9½	345	50	24	JA	38	MFKM	248
HEIRYO MARU			93	18	1,224	20	8	225	33	16	JA	24	MFM	156
HEITO MARU				35	4,468	53	15	357	49	23	JA	16	MKFM	89
HEIYO MARU				30	9,816	96	16	460	60	30	JA	12	MKFM	60
HIBURI MARU		SAIKO MARU		19	4,365	67	10	345	50	24	JA	38	MFKM	248
HIDE MARU				30	5,256	84	12	401	53	24	JA			
HIE MARU	Hiye Maru			30	11,621	102	17	512	66	30	JA	12	MFKMK	61
HIKAWA MARU				30	11,622	103	17	512	66	30	JA	12	MFKMK	61
HIKOSAN MARU				02	2,073	35	9	289	43	18	GB	24	MFMK	160
HIMALAYA MARU				18	5,229	86	12½	400	55	25	JA	38	MFMK	240
HINKO MARU				36	5,419	76	13	398	57	24	JA	45	MKMF	265
HINO MARU #5				40	2,725	42	14	308	45		JA			
HINO MARU #3				37	4,391	66	12	360	50	27	JA	23A	MKFKM	122
HINO MARU				29	2,666	42	10	315	46	20	JA	24	KMFKM	164
HIRAN MARU				23	3,459			350	52		JA			
HIRANO MARU				16	1,227	18	8½	220	34	16	JA	24	MFM	157
HIROKAWA MARU				40	6,872	96	17	480	62	27	JA	15	MKFKM	73
HIROTA MARU				40	2,992	45	14	305	45	20	JA	23	MFM	105
HIROTAMA MARU				39	1,911	28	13½	272	40		JA	46	MKMF	270
HITATI MARU	Hitachi Maru			39	6,540	92	15½	424	57		JA	23A	MKFKM	121
HITERU MARU		RYUHUKU MARU		19	5,857	91	9½	385	51	27	JA	30	MFM	189
HIYAMA MARU		MATUYAMA MARU		20	6,173	97	11	412	55	28	GB	32	MFM	199
HIYOSI MARU	Hiyoshi Maru			41	4,850	73	12½				JA			
HIYOSI MARU	Hiyoshi Maru			36	1,287	19		219	36		JA			
HIYOSI MARU	Hiyoshi Maru			37	4,046	57	13	352	50	23	JA	23	MKFM	108
HOEISAN MARU	Hoyeisan Maru		576	18	6,032	88	10	407	51	26	JA	38A	MFKMK	257
HOHUKU MARU	Hohuku Maru			18	5,825	91	10	385	51	27	JA	30	MFM	189
HOKKAI MARU				33	8,416	101	17	447	61	28	JA	15	MKFKM	77
HOKKI MARU		WAR BEGUM		19	5,601	85	11	400	52	26	GB	30	MFM	187
HOKKO MARU				40	5,385	75	13	399	53	24	JA	45	MKMF	265
HOKKO MARU		ATHANASIOS		07	4,471	73	9	355	51	23	GB			
HOKKO MARU	Hokkoh Maru			18	5,347	82	10	400	52	25	GB	38	MFM	219

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NAME	HEPBURN SPELLING	EX-NAME	TRANSPORT NO.	YEAR BUILT	GROSS TONNAGE	DEADWEIGHT TONNAGE IN 100 TONS	CRUISING SPEED	LENGTH, B. P.	BEAM	LOADED DRAFT	WHERE BUILT	CODE		PAGE NO.
HOKO MARU				23	1,514	17	10	251	37	17	JA	46	MMF	267
HOKOKU MARU				38	2,800	42	11	270	40		JA			
HOKOKU MARU				36	1,275	19		218	36		JA			
HOKOKU MARU				39	10,439	96	17	500	66	29	JA	10	MKFKM	48
HOKUAN MARU				38	3,712	52	13	351	50		JA	24	MFM	129
HOKUMEI MARU		ATLANTICO		20	5,751	88	10½	411	54	26	AM	38	MFM	214
HOKUREI MARU				24	2,408	27	10	275	42	19	JA	23A	MFM	109
HOKUROKU MARU				30	8,360	101	17	446	61	28	JA	15	MKFKM	77
HOKURYU MARU				17	4,378	68	10	345	50	24	JA	38	MFKM	248
HOKUSEI MARU				18	1,390	18	9	200	32	20	JA	24	MFM	158
HOKUSEI MARU				18	1,285	20	9	228	33	17	JA	24	MFM	154
HOKUSEN MARU				20	2,256	31	10	252	44	20	GB	24	MFM	150
HOKUSEI MARU		CANADIAN		20	5,802	85	10	410	54	24	AM	38	MFM	215
HOKUSIN MARU	Hokushin Maru			10	1,997	26	10	273	38	17	GE	26	MFM	
HOKUSIN MARU	Hokushin Maru			20	5,820	86	9½	407	51	26	JA	38	MFKMK	249
HOKUSUI MARU				98	3,945	63	9	345	51	26	JA	24	MFM	132
HOKUSYO MARU	Hokoshu Maru			37	4,211	64	15	359	49	24	JA	37	MFM	208
HOKUTAI MARU		PEI TAI		18	5,220	81	10	400	52	25	GB	38	MFM	219
HOKUTO MARU				23	2,270	37	8	270	41	20	JA	24	MFM	147
HOKUYO MARU				19	1,590	27	9	240	36	18	JA	24	MFM	154
HOKUYO MARU				36	4,217	65	15	357	49	24	JA	37	MFM	208
HOKUYU MARU				24	1,450	21	9	233	34	18	JA			
HOKUZYU MARU	Hokusho Maru			18	4,246	72	10	380	49	24	GB	38	MFKM	248
HOLLAND MARU				20	5,870	91	10	385	51	27	JA	30	MFM	189
HONGKONG MARU				35	2,797	32	14	299	45	20	JA	8	MFM	42
HORAI MARU				12	9,192	67	15	451	60	28	GB	4	MFFKMK	14
HORAI MARU			594	39	1,083			203	33		JA			
HORAI MARU				16	3,198	51	9	305	44	23	JA	24	MFM	142
HORAIZAN MARU				20	1,999	33	8	270	39	20	JA	24	MFM	147
HOSEI MARU				95	2,670	42	9	315	43	20	GB	20	MFM	93
HOTEN MARU				28	3,975	28	14	360	46	20	JA	3	MFFM	3
HOUN MARU				40	1,925	28	13½	272	40		JA	46	MKMF	270
HOYO MARU				36	8,692	133	16	474	61	30	JA	54	MKMKFK	274
HOZAN MARU				14	1,176	18	8	219	32	16	JA			
HOZAN MARU				07	2,344		8	306	40	18	JA	7	MFM	36
HOZAN MARU				18	2,260	38	9	251	44	21	AM	24	MFM	151
HOZYO MARU	Hojo Maru			20	2,417	34	8½	251	44	21	AM	24	MFM	151
HSIN YANG MARU				29	1,674	11	10	239	40		CA			
HSING CHANG MARU				40	3,379	37	15	320	50		JA			
HSING TUNG MARU				39	3,364	47	16½	322	50		JA			
HSING YA MARU				39	3,365	34		322	50		JA			
HUA SHAN MARU				26	2,089	30	10	280	41	18	JA			
HUKI MARU	Fuki Maru			18	2,453	37	9	284	41	20	JA	24	MFM	144
HUKKAI MARU	Fukkai Maru			20	3,830	65	10	345	50	24	JA	24	MFM	130
HUKKO MARU	Fukko Maru			24	3,834	60	10	351	50	22	JA	24A	KMFKM	174
HUKOKU MARU	Fukoku Maru	FOO KING		20	2,852	45	11	320	44	21	GB	38	MFM	
HUKUEI MARU	Fukuyei Maru			18	1,114	18	9	215	32	16	JA	24	MFM	157
HUKUEI MARU	Fukuyei Maru			38	1,869	30		272	40		JA	46	MKMF	270
HUKUEI MARU #2	Fukuyei Maru #2			39	1,899	30		272	40		JA	46	MKMF	270
HUKUI MARU #2	Fukui Maru #2			17	1,578	26	9	235	36	18	JA	24	MFM	153
HUKUKEN MARU	Fukuken Maru			20	2,558	36	10½	285	43	20	JA	38	MFMK	244

NAME	HEPBURN SPELLING	EX-NAME	TRANSPORT NO.	YEAR BUILT	GROSS TONNAGE	DEADWEIGHT TONNAGE IN 100 TONS	CRUISING SPEED	LENGTH, B. P.	BEAM	LOADED DRAFT	WHERE BUILT	CODE		PAGE NO.
HUKUSEI MARU	Fukusei Maru			18	1,234	18	8	225	33	15	JA	24	MFM	156
HUKUSEI MARU	Fukusei Maru	FOO SHONG		20	5,822	82	11	400	52	25	GB	38	MFM	219
HUKUSYU MARU	Fukushu Maru			03	1,455	22	8½	237	34	18	NO	20	MFM	93
HUKUURA MARU	Fukuura Maru			94	3,177	45	9	325	42	22	NO	14	MFM	
HUKUYAMA MARU	Fukuyama Maru			36	3,581	52	12	335	48		JA			
HUKUYO MARU	Fukuyo Maru			20	5,463	88	12	400	53	26	JA	38	MFM	220
HUKUZYU MARU	Fukuzyu Maru	MIRAMAR		19	5,731	84	11	400	52	25	GB	38	MFM	219
HUSIMI MARU	Fushimi Maru			02	2,542	40	10½	306	45	19	GB	24	MFMK	160
HUSIMI MARU	Fushimi Maru			14	10,936	127	14½	505	63	29	JA	11	MKFM	51
HUSIMI MARU	Fushimi Maru		622?	37	4,936	70	15	370	54		JA	23	MFM	101
HUSIMI MARU	Fushimi Maru			64	1,229	16	8	234	30	16	GB	24	MFM	
HUSO MARU	Fuso Maru			08	8,196	92	15	475	58	28	GB	4	MFFM	8
HUZAN MARU	Fusan Maru			20	1,633	21	10	260	35	18	JA			
HUZAN MARU	Fusan Maru	FU HO		07	1,972	32	11	286	42	18	GB	24	MFM	
HUZI MARU	Fuji Maru			37	9,138	62	17	453	60	24	JA	10	MKFM	44
HUZIKAWA MARU	Fujikawa Maru			38	6,938	101	16	437	59	27	JA	24A	MKFKM	170
HUZISAN MARU	Fujisan Maru			31	9,527	136	15	493	65	28	JA	62	MKMF	285
HYOGO MARU				35	1,472	23	11	252	38	17	JA	46	KMMFF	270
IBURI MARU				38	3,291	49	13½	333	47	21	JA	23	MFM	103
IKI MARU				40	3,519			336	78		JA			
IKOMA MARU				25	3,156	39	13	353	46	21	JA	24	MFM	137
IKOMASAN MARU				16	3,173	50	10	305	44	23	JA	38	MFM	234
IKUSIMA MARU	Ikushima Maru			36	3,944	55	10½	366	50	22	JA	23	MFM	102
IKUTA MARU			82	36	2,969	43	11½	302	45	20	JA	23	MFM	105
IMIZU MARU				39	2,925	41	12	305	45		JA	23	MFM	107
INARI MARU				41	4,200	63	12½				JA			
INDIA MARU				20	5,873	91	10	385	51	27	JA	30	MFM	189
INDUS MARU				18	4,361	67	10½	345	50	24	JA	38	MFKM	248
IRO				22	8,000		9	455	58	26	JA	60	MKMFK	282
ISIKARI MARU	Ishikari Maru			38	3,291	49	13½	330	47	21	JA	23	MFM	103
ISSEI MARU				29	1,865	28		271	40		JA	26	MFM	
ISSIN MARU	Isshin Maru			14	1,447	22	8	246	37	15	JA	46	MMF	268
ISUZU MARU				39	2,866	42	14	322	45	20	JA	45	MKMF	266
ITALY MARU				19	5,859	91	12	385	51	27	JA	30	MFM	189
ITOSAKI MARU				18	1,236	21	9	218	32	17	JA	24	MFM	157
ITUKUSIMA MARU	Itsukushima Maru			37	10,007	135	17	503	65	30	JA	55	MKMFK	277
IWASIRO MARU	Iwashiro Maru			39	3,550	53	15	339	48		JA	53		
IWATE MARU				21	2,985	48	8	305	44	23	JA	38	MFM	233
IWAYO MARU				39	3,550	53	15	339	48		JA			
IZAN MARU		WESTWARD HO MARU		18	5,475	87	10½	410	54	24	AM	38	MFM	215
KAGI MARU			40	07	2,334		13	306	40	21	JA	7	MFM	36
KAGU MARU				36	6,807	92	16½	453	61	28	JA	15	MKFKM	76
KAGA MARU				41	9,310	101	18	482	62	28	JA	15	MKFKM	72
KAHOKU MARU				31	3,311	48	11	337	49	20	JA	24	MFM	135
KAIHEI MARU				34	4,576	67	15	362	50	24	JA			
KAIHUKU MARU	Kaifuku Maru		32	17	3,177	50	9½	305	44	23	JA	24	MFM	142
KAIMEI MARU		CARMAR MARU		19	5,254	83	10	400	50	25	CA	38	MFM	219
KAINAN MARU		MAKAMBO		07	1,134	19	10	210	31	17	GB	26	MFM	180
KAINEI MARU				20	1,010	10		200	30	11	JA			
KAIO MARU	Kaiwo Maru	4 MST. AUX. SAIL		30	2,284			260	42	25	JA			
KAIRYU MARU				99	2,097	30	8	269	39	18	GE	14	MFM	66

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NAME	HEPBURN SPELLING	EX-NAME	TRANSPORT NO.	YEAR BUILT	GROSS TONNAGE	DEADWEIGHT TONNAGE IN 100 TONS	CRUISING SPEED	LENGTH, B. P.	BEAM	LOADED DRAFT	WHERE BUILT	CODE		PAGE NO.
KAIRYU MARU				22	4,365	67	9	345	50	24	JA	38	MFKM	248
KAISOKU MARU	Kaishoku Maru			31	1,126	15	12½	221	35	16	JA			
KAISYO MARU				38	4,164	64	13½	364	50	24	JA	37	MFM	207
KAISYO MARU	Kaisho Maru			18	6,070	88	10½	407	51	26	JA	38A	MFKMK	257
KAISYU MARU		HANG CHEONG		23	1,078	16	10	178	36		CA			
KAIUN MARU #1	Kwaiun Maru			18	1,056	16	10	205	35		JA			
KAIWA MARU				18	1,045	17	92	208	31	17	JA			
KAIZYO MARU	Kaijo Maru			39	3,271	49	12	312	49		JA			
KAIZYO MARU	Kaijo Maru			06	2,035	23	12	285	38	19	JA	24	MFM	
KAIZYO MARU	Kaijo Maru			37	8,637	130	16	475	61	30	JA	54	MKMKFK	274
KAMAKURA MARU		CHICHIBU MARU		30	17,526	77	19	560	74	29	JA	6	MFM	20
KAMIKAWA MARU				37	6,853	97	17	479	62	27	JA	15	MMFM	73
KAMIKAZE MARU				37	4,916	69	15	370	54		JA	23	MFM	101
KAMITU MARU	Kamitsu Maru			37	2,724	41	11	303	45	20	JA	23	MFM	105
KAMO MARU			40	08	7,955	94	14	465	54	27	JA	11	MKFM	52
KAMOGAWA MARU				38	6,441	91	16	439	58	27	JA	23A	MKFMK	113
KAMOI MARU			102	37	5,356	78	12	391	54	24	JA	37A	MFKM	211
KANAN MARU				31	3,293	48	11	337	49	20	JA	24	MFM	135
KANAN MARU				20	2,567	35	10½	285	43	20	JA	38	MFMK	244
KANAYAMASAN MARU				41	4,200	63	12½				JA			
KANDA MARU				20	2,220	38	9	251	44	21	AM	24	MKFKM	163
KANKO MARU				38	2,929	30	12	298	45		JA	23	MFM	107
KANKO MARU				17	1,288	21	8½	230	33	18	JA	24	MFM	154
KANKO MARU				03	2,995	41	10	325	47	21	GB	38	MFMK	245
KANKYO MARU				18	3,204	51	8½	305	44	23	JA	38	MFM	233
KANO MARU				34	8,572	94	16½	454	61	28	JA	15	MKFKMK	81
KANO MARU				17	1,275	19	8	228	33	17	JA	24	MFM	154
KANO MARU #3				18	1,708	25	9	250	38	18	JA	26	MFM	178
KANSAI MARU	Kwansai Maru			30	8,614	108	17	462	62	28	JA	15	MKFKM	75
KANSEISI MARU	Kanseishi Maru			29	4,805	71	10	371	51	24	JA	46	MKMF	268
KANTO MARU	Kwanto Maru			30	8,607	108	17	462	62	28	JA	15	MKFKM	75
KANTO MARU	Kwanto Maru			18	1,547	26	8	240	34	19	JA	24	MFM	153
KANZAKI MARU				18	1,285	22	8	221	33	18	JA	24	MFM	155
KANZYO MARU	Kanjo Maru			18	2,197	36	8½	268	41	20	JA	24	MFM	147
KANZYU MARU	Kanju Maru	LA PLATA MARU		26	7,267	73	15	430	56	25	JA	11	MFMK	50
KARACHI MARU				19	5,860	91	9½	385	51	27	JA	30	MFM	189
KARAHUTO MARU	Karafuto Maru		38	05	1,599	8	12	273	36	13	JA			
KASADO MARU				00	6,003	62	11	401	50	25	GB	7	MFM	33
KASAGI MARU				28	3,140	39	13	326	46	21	JA	24	MFM	137
KASAGISAN MARU				25	2,427	39	10½	285	42	20	JA	38	MFM	235
KASII MARU	Kashii Maru			29	3,218	50	10½	320	47	22	JA			
KASII MARU	Kashii Maru			36	8,408	92	16½	453	61	28	JA	15	MKFKM	76
KASIMA MARU	Kashima Maru			13	9,908	115	14½	490	61	28	JA	7	MFM	29
KASUGA MARU				41	17,128	96	20	558	74	29	JA	10	MKFKM	46
KASUGA MARU				36	3,968	55	10	351	50		JA	23	MFM	102
KASUGA MARU				16	1,377	20	10	225	34	18	JA	24	MFM	156
KASUGASAN MARU				25	2,427	39	10½	284	42	20	JA	38	MFM	235
KASYU MARU	Kashu Maru			19	5,460	88	10	400	53	26	JA	38	MFM	220
KATORI MARU				13	9,849	114	14½	490	61	29	JA	7	MFM	29
KATORI MARU				38	1,920	28		270	40		JA	46	MKMF	270
KATURA MARU	Katsura Maru			37	1,368	19	10	228	34	17	JA	23	KMFM	108

NAME	HEPBURN SPELLING	EX-NAME	TRANSPORT NO.	YEAR BUILT	GROSS TONNAGE	DEADWEIGHT TONNAGE IN 100 TONS	CRUISING SPEED	LENGTH, B. P.	BEAM	LOADED DRAFT	WHERE BUILT	CODE	PAGE NO.
KATURAGI MARU	Katsuragi Maru			31	8,033	91	15	446	60	28	JA	15 MKFKMK	82
KATURAGISAN MARU	Katsuragisan Maru			25	2,427	39	10½	285	42	20	JA	38 MFM	235
KATUURA MARU	Katsuura Maru			16	1,725	24	9½	250	38	18	JA	26 MFM	178
KATYOSAN MARU	Kachosan Maru			24	2,427	39	10½	285	42	20	JA	38 MFM	235
KAYO MARU	Kwayo Maru			23	4,368	66	10	345	50	24	JA	38 MFKM	248
KAZAN MARU	Sheng-Hwa	SHENG-HWA		20	5,492	84	10	400	52	25	GB	38 MFM	219
KAZAN MARU				36	1,893	28		270	40		JA	46 MKMF	270
KAZUURA MARU				38	6,804	101	15½	437	59	25	JA	24A MKFKM	170
KEHI MARU				39	4,523	44	14	357	50	21	JA	6 MFM	25
KEIAN MARU				25	2,085	30	10	280	42	18	JA		
KEIHUKU MARU	Keifuku Maru			19	5,833	90	10	385	51	27	JA	30 MFM	189
KEIHUKU MARU	Keifuku Maru			21	3,428		17	360	46		JA	3 KMFFM	7
KEIKI MARU				14	1,005	10		195	31		JA		
KEIKO MARU				38	2,929	38	12	298	45		JA	23 MFM	107
KEISIN MARU	Keishin Maru			39	1,434	22		225	36		JA		
KEISYO MARU	Keisho Maru			29	5,879	91	12	417	56	25	JA	24A MKFMK	169
KEIUN MARU				21	1,921	30	11	256	39	20	JA	24 MFM	150
KEIYO MARU				37	6,442	94	16	439	58	26	JA	23A MKFMK	113
KEIZAN MARU		CRAWL KEYS		18	2,116	34	9½	254	44	20	AM	24 MFM	150
KEIZAN MARU				27	2,319	28	10	285	43	19	JA	24 MFM	143
KEIZAN MARU				40	2,865	40	14	309	45	20	JA	23 MFM	105
KEIZYO MARU	Keijo Maru		35	03	1,051	16	10	229	28	15	JA		
KEIZYO MARU	Keijo Maru			40	2,626	40	13½	308	45	20	JA	23 MFM	105
KENKOKU MARU		WAN SHUN		20	3,128	50	9	331	47	22	GB	38 MFM	230
KENYO MARU				39	10,022	134	17	502	65	30	JA	55 MKMFK	277
KENKON MARU				35	4,575	66	15	362	50	24	JA		
KENRYU MARU				35	4,576	66	15	362	50	24	JA		
KENSIN MARU				40	3,126	47	11½	318	46	21	JA	23 MFM	104
KENSYO MARU	Kensho Maru			38	4,862	70	15	384	53	25	JA	23A MKFM	110
KENYO MARU				38	6,470	90	15	439	59	26	JA	23A MKFKM	120
KENZAN MARU		SHOOTERS ISLAND		19	4,705	72	10½	377	52	24	AM	38 MFM	225
KENZYO MARU	Kenjo Maru			05	3,142	53	8½	325	47	21	GB	24A MKFM	168
KIHUNE MARU	Kifune Maru			18	1,606	24	10	240	36	18	JA	24 MFM	154
KIKUKAWA MARU				37	3,833	57	13	355	50	23	JA	23A MKFM	111
KIMOKAWA MARU				37	6,863	97	17	480	62	28	JA	15 MKFKM	73
KIMISIMA MARU	Kimishima Maru			38	5,193	76	12½	400	54	24	JA	23A MKFM	109
KINAI MARU				30	8,360	101	17	446	61	28	JA	15 MKFKM	77
KINE MARU				24	2,193	38	9	286	40	20	JA	24 MFM	144
KINKA MARU			808	37	9,305	101	18	482	63	28	JA	15 MKFKM	72
KINKAI MARU		THEODOROS COUMANTAROS		17	5,709		9	385	51	27	JA	30 MFM	189
KINKASAN MARU				11	4,981	82	9½	380	54	24	GB	38 MFMK	242
KINKO MARU				17	1,268	20	8	229	33	16	JA	24 MFM	154
KINOTO MARU				38	1,561	23	11½	261	38		JA		
KINPOSAN MARU				36	3,261	47	12	330	47	21	JA	37 MFM	209
KINRYO MARU				05	4,390	73	10	370	50	24	GB	38 MMFMM	249
KINRYUZAN MARU				18	1,370	22	8	228	34	17	JA	24 MFM	154
KINRYU MARU				38	9,310	101	18	482	62	28	JA	15 MKFKM	72
KINRYU MARU		CHIN YUEN		20	6,524	106	12	413	56	28	GB	31 MFKM	197
KINSEN MARU				37	3,081	48	12	318	46	21	JA	23 MFM	104
KINSYU MARU	Kinshu Maru			19	5,591	87	8½	411	54	24	GB	38 MFM	214
KINUGASA MARU				36	8,407	92	16½	456	61	28	JA	15 MMFM	76

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NAME	HEPBURN SPELLING	EX-NAME	TRANSPORT NO.	YEAR BUILT	GROSS TONNAGE	DEADWEIGHT TONNAGE IN 100 TONS	CRUISING SPEED	LENGTH, B. P	BEAM	LOADED DRAFT	WHERE BUILT	CODE	PAGE NO.
KINUGAWA MARU				38	6,937	91	16	437	59	27	JA	24A MKFKM	170
KINYAMA MARU				41	2,500	40	13½				JA		
KINZYOSAN MARU	Kinjosan Maru			36	3,262	47	12	333	47	21	JA	37 MFM	209
KIRI MARU				41	2,800	42	12½				JA		
KIRIHA MARU				19	3,057	51	10	331	47	22	GB	38 MFM	230
KIRIKAWA MARU				37	3,836	58	13	355	50	23	JA	23A MKFM	111
KIRISIMA MARU	Kirishima Maru			31	8,121	93	15½	443	60	28	JA	15 MKFKMK	82
KISO MARU			33	20	4,071	64	10	345	50	24	JA	24 MFM	130
KISOGAWA MARU				40	1,914	27		272	40	17	JA	46 MKMF	270
KISYU MARU	Kishu Maru			20	2,549	35	10½	285	43	20	JA	38 MFMK	244
KISYUN MARU	Kishun Maru			18	1,864	26	10	250	38	19	JA	26 MFM	178
KITAKATA MARU				01	2,380	37	8½	287	43	19	GB	24 MFM	144
KITANO MARU			42	09	7,952	93	14	465	56	27	JA	11 MKFM	52
KITAYAMA MARU				18	1,000	15		190	32		JA		
KITUGAWA MARU				40	1,914	27		272	40	17	JA	46 MKMF	270
KITURIN MARU	Kitsurin Maru			35	6,783	39	16½	427	56	20	JA	6 MFM	23
KIYO MARU				12	4,428	86	9	390	54	25	GB	30 MFM	190
KIYO MARU				02	2,794	48	11	320	46	20	GB	38 MFM	232
KIYO MARU				30	7,251	112	11	417	57	28	GE	55 MMF	275
KIYOKAWA MARU				37	6,863	97	17	479	62	27	JA	15 MKFKM	73
KIYOSUMI MARU				34	8,614	95	16½	454	61	28	JA	15 MKFKM	76
KIYOTADA MARU				36	3,080	36	11½	305	50	17	JA	45 MMF	264
KIZAN MARU		SHANG-HO		18	5,072	85	10	405	53	25	GB	38 MFM	217
KOA MARU		PASAT		32	2,026	25	12	266	40	19	GB	25 MFM	176
KOAN MARU				36	7,080		20	415	57	20	JA	3 MFFM	2
KOAN MARU		KUNG HO		05	4,306	70	9	377	49	26	GE		
KOAN MARU				36	3,463	50	10	348	50		JA		
KOAN MARU				24	3,184	50	10	305	44	23	JA	38 MFM	234
KOBE MARU				40	7,938		17	430	59		JA	6 MFM	22
KOEI MARU	Koyei Maru			34	6,774	100	14	436	59	26	JA	24A MKFKM	171
KOGA MARU				37	1,535	23		246	39		JA		
KOGANE MARU				36	1,906		15	244	39	12	JA	6 MFM	27
KOGANE MARU			660	38	3,132	48	13	318	46	21	JA	23 MFM	104
KOGEN MARU				19	2,963	50	8½	305	44	23	JA	38 MFM	233
KOGYO MARU				38	6,353	96	12	423	59	27	JA	23A MKFKM	121
KOGYOKU MARU				39	1,925	28	13½	272	40	17	JA	46 MKMF	270
KOHOKU MARU				15	2,574	36	10½	285	43	20	JA		
KOHUKU MARU	Kofuku Maru		144	34	3,210	45	10	318	46	21	JA	23 MFM	104
KOHUKU MARU	Kofuku Maru			39	1,925	28	13½	272	40		JA	46 MKMF	270
KOKAI MARU				39	3,871	55	14	340	48	22	JA	23A MKFM	112
KOKAI MARU				18	1,269	21	9½	227	34	16	JA	24 MFM	154
KOKI MARU				21	5,291	86	9	388	53	26	JA	38 MFM	222
KOKO MARU				22	1,521	21	9	240	35	18	JA		
KOKOKU MARU				41	3,500	40	12				JA		
KOKOKU MARU				41	10,300	77	17	540	67	29	JA	10 MKFKM	48
KOKURYU MARU				37	7,369	42	16½	426	57	21	JA	6 MFM	24
KOKURYU MARU				21	6,113	88	9	407	51	26	JA	38A MFKMK	257
KOKUYO MARU				38	10,027	135	17	503	65	30	JA	55 MKMFK	277
KOMABASI				13	1,125		12	227	35	18	JA	26 MFM	182
KOMAKI MARU				33	8,250	91	15½	554	60	27	JA	15 MKFKMK	82
KONAN MARU				15	2,627	37	10½	285	43	20	JA		

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KONAN MARU				02	1,333	20	9	230	35		JA			
KONAN MARU	Kohnan Maru			18	5,227	85	10	400	55	25	JA	38	MFMK	240
KONEI MARU				30	2,345	35		291	42		JA	24	KMKFKMK	165
KONGO MARU				36	7,082		20	415	57	20	JA	3	MFFM	2
KONGO MARU				35	8,640	94	16½	454	61	28	AM	15	MKFKM	76
KONGOSAN MARU				27	2,116	35	10	280	41	18	JA	24	MFM	
KONSAN MARU				29	2,733	42	11	327	47	20	JA	24	MFM	136
KONZAN MARU				19	5,488	86	10½	410	54	24	AM	38	MFM	215
KOREI MARU				04	2,487	41	9½	305	45	19	GB	24A	MKFMK	170
KORYU MARU				19	2,170	33	9	251	44	20	GB	24	MKFKM	164
KORYU MARU				31	6,680	101	14	436	59	26	JA	24A	MKFKM	171
KOSEI MARU				24	2,205	38	11	286	42	20	JA	24	MFM	144
KOSEI MARU			823?	37	3,551	52	12	341	48		JA	24	MFM	134
KOSEI MARU				33	6,668	103	14	436	59	26	JA	24A	MKFKM	171
KOSEI MARU				20	8,223	104	12	450	58	29	GB	35	KMFKMK	205
KOSEI MARU				20	5,430	85	11	400	52	25	GB	38	MFM	231
KOSEI MARU				19	3,263	55	10	324	46	23	AM	38	MFM	219
KOSIN MARU	Koshin Maru			38	6,530	96	12	424	57		JA	23A	MKFKM	121
KOSIN MARU	Koshin Maru			17	1,868	30	9	251	44	18	AM	24	MFM	151
KOSIN MARU	Koshin Maru			24	5,485	88	10	407	51	26	JA	38	MFKMK	249
KOSO MARU	Kohso Maru		758	17	3,178	51	9½	305	44	23	JA	38	MFM	234
KOSYO MARU	Kosho Maru			40	1,365	20		226	36		JA			
KOSYU	Koshu			04	2,080		8½	253	36	22	GE	24	MFM	152
KOSYU MARU	Koshu Maru			11	2,812	46	7	298	44	21	JA	24	MFM	140
KOSYU MARU		TEISYU MARU		37	2,612	40	12	295	45	20	JA	23	MFM	105
KOTAI MARU				41	2,800	42	16				JA			
KOTI MARU	Kochi Maru			20	2,910	49	9	305	44	23	JA	38	MFM	233
KOTO MARU				39	1,053	16		200	32		JA			
KOTO MARU				37	3,557	52	12	341	48		JA	24	MFM	134
KOTOHIRA MARU				18	6,101	87	9½	407	51	26	JA	38A	MFKMK	257
KOTOKU MARU				37	6,702	100	13	436	59	27	JA	24A	MKFKM	171
KOTU MARU	Kotsu Maru			02	1,541	16	9	240	34	17	JA			
KOWA MARU				40	1,107	17		212	32		JA			
KOWA MARU		KWAN HO		09	3,217	46	10½	331	43	21	GB	7	MFM	35
KOWA MARU	Kohwa Maru			06	4,520	72	9	370	52	23	GB	38	MFM	226
KOYO MARU				19	3,010	48	9½	311	44	23	JA	24	MFM	139
KOYO MARU				19	5,471	87	12	400	53	26	JA	38	MFM	220
KOYU MARU				21	5,325	85	10	400	55	25	JA	38	MFMK	240
KOZAN MARU			311	35	4,180	67	15	360	50	24	JA	24	MFM	128
KOZUI MARU				37	7,072	100	13	436	59	26	JA	24A	MKFKM	171
KOZYO-MARU	Kojo Maru			25	1,684	26	9	249	38	18	CA			
KOZYUN MARU	Kojun Maru			17	2,177	35	11	268	41	20	JA	24	MFM	147
KOZYUN MARU	Kojun Maru			24	1,931	30	9	255	39	20	JA	24	MFM	150
KUMAGAWA MARU		NITIYO MARU		34	7,509	101	15	436	59	26	JA	24A	MKFKM	170
KUNIKAWA MARU				37	6,863	97	17	480	62	27	JA	15	MKFKM	73
KUNISIMA MARU	Kunishima Maru			37	4,083	61	13½	364	50	24	JA	37	MFM	207
KUNITAMA MARU				41	3,360	50	13½				JA			
KUNITU MARU	Kunitsu Maru			37	2,722	41	11	303	45	20	JA	23	MFM	105
KURAMASAN MARU				27	1,995	32	10	276	41	18	JA	24	KMFKM	165
KURAMA MARU			386	31	6,789	103	14	438	58	27	JA	43	MKKMK	259
KURENAI MARU				24	1,547	4	14	238	38	12	JA	5	MFM	19

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NAME	HEPBURN SPELLING	EX-NAME	TRANSPORT NO.	YEAR BUILT	GROSS TONNAGE	DEADWEIGHT TONNAGE IN 100 TONS	CRUISING SPEED	LENGTH, B. P.	BEAM	LOADED DRAFT	WHERE BUILT	CODE		PAGE NO.
KURETAKE MARU				25	5,175	90	10	405	53	25	GB	38	MFM	217
KURETAKE MARU				38	1,924	27	13½	272	40	17	JA	46	MKMF	270
KUROHIME MARU				20	4,697	80	9	385	52	25	GB	38A	MFM	254
KUROKAMISAN MARU				18	1,242	20	9	228	33	17	JA	24	MFM	154
KUROSIO MARU	Kuroshio Maru			38	10,519	150	19	505	66	29	JA	54	MKMF	272
KUSUYAMA MARU		MICHALAKIS		19	5,307	82	11	400	52	25	GB	38	MFM	219
KUWAYAMA MARU		MOUNT ATLAS		16	5,725	95	12	424	56	26	GB	38	MFM	213
KYODO MARU #13				96	1,999	28	8	285	40	17	GB	14	MFM	66
KYODO MARU #28				19	1,506	23	9	258	35	14	GB			
KYODO MARU #36				29	1,500	23	10	240	36		JA			
KYODO MARU				14	1,090	17	8	190	34	16	DU	58	MMF	282
KYOEI MARU #2				40	1,157	17		209	34		JA			
KYOKKO MARU	Kyokkoh Maru			20	6,783	107	10	425	54	29	JA	30	MKFKM	195
KYOKUSEI MARU		SHUN HWA	776	20	5,493	87	12	411	54	24	GB	38	MFM	214
KYOKUTO MARU				34	10,052	135	16	502	65	29	JA	55	MKMFK	279
KYOKUYO MARU				38	17,549	220	13	535	74	35	JA	65	MKMKF	293
KYUSYU MARU	Kyushu Maru			40	6,600	95	17	435	58	26	JA	23A	MKFKM	120
KYUSYU MARU			605	37	8,666	101	18	467	62	29	JA	15	KMKFKMK	88
LIMA MARU				20	6,989	106	12	445	58	27	JA	38	MFKM	246
LISBON MARU				20	7,053	104	12	445	55	25	JA	38	MFKM	246
LIVERPOOL MARU				19	5,866	91	10	385	51	27	JA	30	MFM	189
LONDON MARU				21	7,191	101	12	451	57	28	JA	38	MFM	212
LUSYAN MARU	Lushan Maru			20	2,531	33	10	285	43	20	JA			
LYONS MARU				20	7,018	105	12	445	58	27	JA	38	MFKM	246
MACASSAR MARU			196?	20	4,026	63	10	345	50	24	JA	24	MFM	131
MADRAS MARU				19	3,802	62	12½	345	50	24	JA	24	MFM	130
MAEBASI MARU	Mayebashi Maru		723	21	7,005	104	12	445	58	27	JA	38	MFKM	246
MAGANE MARU				40	3,120	48		318	46	21	JA	23	MFM	104
MAGANE MARU				29	1,416	21	10	241	35		JA			
MAKO MARU		LUSO		03	1,398	22	8	236	35	18	NO	24	MFM	153
MALTA MARU				19	5,500	87	9½	400	53	26	JA	38	MFM	221
MAMIYA				23	15,850		12	475	6	28	JA	22	MMFKM	98
MAMIYA MARU				29	1,127	15	12	210	31	18	JA			
MANILA MARU				15	9,486	111	14	475	61	28	JA	22	MKFKM	99
MANKO MARU				23	1,503	17	10	250	37	17	JA	46	MMF	267
MANKO MARU				35	4,472	52	14	364	51	24	JA	15	MKFM	71
MANSEI MARU				19	7,770	121	12½	425	56	31	JA	30	MFKM	192
MANSYU MARU	Manshu Maru			12	3,054	34	12½	324	43	21	JA	7	MFM	36
MANSYU MARU	Manshu Maru			21	5,267	86	10	400	55	25	JA	38	MFMK	240
MANTAI MARU				19	5,864	91	10	385	51	27	JA	30	MFM	189
MANYO MARU			21	37	2,904	43	11½	305	45	20	JA	23	MFM	105
MANZYU MARU	Manju Maru			39	2,298	22	12½	262	42		JA	6	MFM	26
MANZYU MARU	Manju Maru	SANTOS		25	7,267	73	15	431	56	25	JA	11	MFMK	50
MANZYU MARU	Manju Maru			19	5,877	91	9½	385	51	27	JA	30	MFM	189
MANZYU MARU	Manju Maru			21	6,515	93	9	420	54	27	JA	63	MMF	288
MAOKA MARU				17	1,219	19	9	220	34	16	JA	24	MFM	157
MAREI MARU	Malay Maru			05	4,557	70	9	380	50	23	GB	24	MFM	128
MASAKI MARU				17	1,230	19	11	220	34	16	JA	24	MFM	157
MASAKI MARU #2				18	1,224	19	11	220	34	16	JA	24	MFM	157
MASUYAMA MARU		EKISAN MARU		96	3,690	58	10	339	46	23	GB	24	MFM	132
MATUE MARU	Matsuye Maru			21	7,061	104	12	445	58	27	JA	38	MFKM	246

NAME	HEPBURN SPELLING	EX-NAME	TRANSPORT NO.	YEAR BUILT	GROSS TONNAGE	DEADWEIGHT TONNAGE IN 100 TONS	CRUISING SPEED	LENGTH, B. P.	BEAM	LOADED DRAFT	WHERE BUILT	CODE		PAGE NO.
MATUEI MARU	Matsuei Maru			38	1,878	26		272	40		JA	46	MKMF	270
MATUMAE MARU	Matsumae Maru			24	3,429		15	350	52		JA	7	MFM	34
MATUKAWA MARU	Matsukawa Maru			38	3,826	56	13	355	50	23	JA	23A	MKFM	111
MATUMOTO MARU	Matsumoto Maru			21	7,025	104	12	445	58	27	JA	38	MFKM	246
MATUURA MARU	Matsuura Maru			13	3,185	54	10	331	49	21	GB	38	MFM	230
MAYA MARU				25	3,145	39	13	352	46	21	JA	24	MFM	137
MAYATI MARU	Mayachi Maru			16	2,159	35	9	268	41	20	JA	24	MFM	147
MEIGEN MARU				20	5,441	88	10½	400	53	26	JA	38	MFM	220
MEIKAI MARU				17	3,198	51	9	305	44	23	JA	38	MFM	234
MEIKO MARU				18	4,383	68	10	345	50	24	JA	38	MFKM	248
MEISAN MARU		VENKOH		20	5,752	87	10	411	54	24	GB	38	MFM	214
MEISEI MARU				17	1,893	32	11	251	44	18	AM	24	MKFKM	163
MEISHO MARU				41	4,200	63	12½	476	62		JA			
MEITEN MARU				38	4,474	65	15	364	50		JA	46	MKMF	269
MEIU MARU	Meiwu Maru			18	8,230	116	11½	445	58	29	JA	30	MKFKMK	195
MEIYO MARU				40	5,628	85	15	407	55	25	JA	37	MFM	206
MEIZI MARU	Meiji Maru			37	1,934	28	10	270	40	17	JA	46	MKMF	270
MELBOURNE MARU				30	5,423	67	15	380	55	24	JA	16	MKFKM	91
MENADO MARU				22	2,163	29	11	270	43	18	JA			
MEXICO MARU			43	10	5,785	77	13	400	51	26	JA	24A	MKFKM	173
MIDORI MARU				28	1,547	4	14	238	38	12	JA	5	MFM	19
MIDORI MARU				19	5,827	90	10	385	51	27	JA	30	MFM	189
MIE MARU	Miye Maru			20	2,914	49	8	305	44	23	JA	38	MFM	233
MIHARU MARU				99	3,857	62	9	356	45	24	GB			
MIHUKU MARU	Mifuku Maru			18	1,206	21	8	200	33	18	JA	24	MFM	158
MIIKE MARU			888	41	11,400		21	503	56	29	JA			
MIIKESAN MARU				16	3,179	50	10	305	44	23	JA	38	MFM	234
MIKAGE MARU				97	2,761	38	10	316	40	20	GB	24	MFM	139
MIKAGE MARU #3				28	3,111	52	10	331	47	22	JA	24A	KMFKM	175
MIKAGE MARU #8				12	3,371	58	9	342	49	21	GB	38	MFMK	245
MIKAGE MARU #18				37	4,319	63	13½	360	50	24	JA	23A	MKFM	111
MIKAGE MARU #20				40	2,718	43	12	308	45	21	JA	23	MFM	105
MIKASA MARU				28	3,143	39	13	325	46	21	JA	24	MFM	137
MIKUNI MARU				21	5,500	83	12½				JA			
MIKUNI MARU				18	1,015	15		194	32		JA			
MILAN MARU				20	5,467	88	9½	400	53	26	JA	38	MFM	220
MINRYO MARU				38	2,195	30	11½	257	40		JA	23	MFM	
MISAKI MARU				07	4,422	72	9½	376	52	23	GB	38	MFMK	243
MISIMA MARU	Mishima Maru			41	11,400		21	503	66	29	JA			
MISIMA MARU	Mishima Maru			39	1,930	28	13½	270	40	17	JA	46	MKMF	270
MITAKESAN MARU				37	4,442	64	13½	364	50	24	JA	37	MFM	207
MITI MARU	Michi Maru			14	1,384	41	10	245	34	18	JA	20	MFM	93
MITO MARU				21	7,061	104	12	445	58	27	JA	38	MFKM	246
MITU MARU	Mitsu Maru	CONCORDIA		19	5,682	83	10	400	52	26	GB	30	MMF	184
MITUKI MARU	Mitsuki Maru			99	3,894	59	9	350	46	23	GB	38	MFM	226
MIYADONO MARU				18	5,196	83	10	400	52	25	GB	38	MFM	219
MIYAURA MARU				19	1,856	27	8½	250	38	19	JA	26	MFM	178
MIYAZAKI MARU				40	3,944	51	14	353	79	22	JA	25	MKFM	176
MIYO MARU				97	1,455	23	8	237	35	18	GB	20	MFM	93
MIZUHO MARU	Midzuho Maru		160	12	8,506	66	15	460	58	26	GB	7	MFM	30
MOGAMIGAWA MARU		GETSUYO MARU		34	7,497	101	15	436	59	26	JA	24A	MKFKM	170

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NAME	HEPBURN SPELLING	EX-NAME	TRANSPORT NO.	YEAR BUILT	GROSS TONNAGE	DEADWEIGHT TONNAGE IN 100 TONS	CRUISING SPEED	LENGTH, B. P.	BEAM	LOADED DRAFT	WHERE BUILT	CODE		PAGE NO.
MOMOHA MARU				18	3,103	51	10	331	47	22	GB	38	MFM	230
MOMOKAWA MARU				41	3,800	57	15	354	50	23	JA	23A	MKFM	111
MOMOYAMA MARU		MOUNT CYNTHAS	614	18	5,217	84	9½	400	52	25	GB	38	MFM	219
MONTEVIDEO MARU				26	7,267	73	15	430	56	25	JA	11	MFMK	50
MONTREAL MARU				22	6,577	99	13	405	53	28	JA	32	MFKM	203
MORIOKA MARU				20	4,469	66	13½	360	51	23	JA	38	MFM	228
MOZI MARU	Moji Maru			22	9,831	59	12	345	50	24	JA	24	MFM	133
MUKO MARU				37	4,862	70	17	370	54	24	JA	37	MFM	206
MUNAKATA MARU				30	3,302	46	10½	321	47	22	JA			
MURASAKI MARU				21	1,597	5	14	230	38	13	JA	5	MFM	19
MURO MARU				26	1,607	6	13½	230	37	12	JA	5	MFM	19
MURORAN MARU				19	5,374	84	10	400	55	25	JA	38	MFMK	240
MUROTO				18	8,215		10	345	50	24	JA	24	MFM	132
MUROTO MARU				22	1,257	8	13½	215	37	13	JA			
MYOGI MARU				38	4,021	57	14	363	50	24	JA	37	MFM	208
MYOHO MARU				39	4,122	58	14	364	50		JA	37	MFM	208
MYOKEN MARU				38	4,124	58	14	360	50		JA	37	MFM	208
MYOKO MARU				37	5,081	83	14	422	58	25	JA	15	MKFKM	79
MYOKO MARU				39	4,103	57	14	364	50		JA	37	MFM	208
NAGANO MARU				17	3,824	64	10	345	50	24	JA	24	MFM	130
NAGARA MARU			912	34	7,149	97	16	450	62	28	JA	23A	MKKFKM	125
NAGATA MARU			81	36	2,969	43	10	305	45	20	JA	23	MFM	105
NAGATO MARU				18	5,901	90	13½	385	51	27	JA	30	MFM	189
NAGISAN MARU				31	4,391	68	12	362	50	24	JA	46	MKMF	269
NAGOYA MARU				32	6,071	87	13	407	56	26	JA	24A	MKFM	167
NAKO MARU				34	7,145	97	16	450	62	28	JA	23A	MKKFKM	125
NAMINOUE MARU		HAZYO MARU		36	4,731	46	15	351	52	23	JA	8	MFM	41
NANA MARU				40	6,764	96	14½	439	59	26	JA	23A	MKFKM	119
NANIWA MARU				37	4,858	70	12	370	54	24	JA	37	MFM	206
NANKA MARU			126	06	4,065	66	10	361	50	23	GB	38	MFM	227
NANKAI MARU #1				38	1,163	17		217	34		JA			
NANKAI MARU #2				40	1,961	27		272	40		JA	46	MKMF	270
NANKAI MARU				33	8,416	102	17	447	61	28	JA	15	MKFKM	77
NANKING MARU				14	3,006	51	10	305	42	23	JA	38	MFM	233
NANKO MARU				16	4,714	78	10	385	52	24	GB	38	MFM	223
NANMAN MARU				21	6,551	95	12	405	53	28	JA	32	MFKM	203
NANPO MARU			31	40	1,200	18		220	34		JA			
NANREI MARU				24	2,408	27	10	275	42	19	JA	23A	MFM	109
NANSIN MARU	Nanshin Maru			14	4,806	80	10	385	52	24	GB	38	MFM	223
NANYO MARU				23	3,610		10	345	44	21	JA	14	MFM	63
NAPLES MARU				19	5,825	91	10	385	51	27	JA	30	MFM	189
NARUTO MARU				00	1,288	10	10½	238	30	12	CA			
NARUTO				24	8,000		9	455	58	26	JA	60	MKMFK	282
NARUTO MARU				34	7,149	97	16	450	62	28	JA	23A	MKKFKM	125
NASE MARU				17	1,219			220	34		JA			
NASUSAN MARU				31	4,399	67	12	362	50	24	JA	46	MKMF	269
NATI MARU	Nachi Maru			26	1,607	6	13½	230	37	12	JA	5	MFM	19
NATISAN MARU	Nachisan Maru			31	4,434	59	13	340	49	23	JA	23	MFM	103
NEKKA MARU				35	6,784	39	16½	427	56	20	JA	6	MFM	23
NITIAI MARU	Nichiai Maru			40	8,100	120	17	503	65		JA			
NITIUN MARU	Nichiai Maru			41	3,700	43	15	344	48		JA			

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NIHONKAI MARU				32	2,681	37	12	299	43		JA	24	MFM	141
NIIGATA MARU			36	03	2,069	29	12	283	38	20	JA	24	MFM	
NIITAKA MARU				04	2,478	37	10	294	40	22	GB			
NIKKAI MARU				38	2,562	36	12	298	45	20	JA	23	MFM	105
NIKKI MARU		KAHUKU MARU		18	5,857	91	9½	385	51	27	JA	30	MFM	189
NIKKO MARU			36	03	5,058	48	14	428	49	25	JA	7	MFM	31
NIKKO MARU				19	3,098	50	11	331	47	22	GB	38	MFM	230
NITIKOKU MARU				41	2,940	44	13	305	45		JA	23	MFM	
NIKKYO MARU	Nikkio Maru			18	1,402	22	8	235	35	17	JA	24	MFM	153
NINGPO MARU				40	3,764	53	11½	307	48		JA			
NIPPO MARU				36	3,764	57	10½	353	50		JA	23A	MKFM	111
NIPPON MARU				36	9,974	133	18	499	65	30	JA	55	MKMFK	278
NISIKI MARU	Nishiki Maru			34	1,848		15	243	39	12	JA	6	MFM	27
NISIYAMA MARU				21	3,017	48	9	311	44	23	JA	24	MFM	139
NISSAN MARU				38	6,534	101	15½	424	57		JA	23A	MKFKM	121
NISSEI MARU				00	2,876	47	8½	320	46	20	GB	38	MFM	232
NISSHUN MARU				41	6100	92	12½				JA			
NISSIN MARU	Nisshin Maru			16	1179	18	9	223	33	16	JA	24	MFM	157
NISSIN MARU #3	Nisshin Maru #3	CATALINA		04	2708	44	9	318	44	22	GB	38	MFM	232
NISSIN MARU	Nisshin Maru			36	16,764	222	13	537	74	34	JA	65	MKMKF	293
NISSIN MARU #2	Nisshin Maru #2			37	17,553	220	13	537	74	35	JA	65	MKMKF	293
NISSO MARU #2			228	06	4,342	74	100	385	50	24	GB	38	MFM	237
NISSYO MARU #1	Nissho Maru #1			37	1,362	20		226	35		JA			
NISSYO MARU #12	Nissho Maru #12			36	1,199	20		220	34		JA			
NISSYO MARU #16	Nissho Maru #16			39	1,174	18		217	34		JA			
NISSYO MARU #8	Nissho Maru #8	MISAKI MARU		16	1,174	18	9	223	33	16	JA	24	MFM	157
NISSYO MARU	Nissho Maru			19	2,827	48	9½	281	44	24	AM	24A	MKFM	168
NISSYO MARU	Nissho Maru			39	6,527	81	14	420	57	27	JA	24A	MKFKM	172
NISSYO MARU	Nissho Maru			38	10,526	140	17	529	66	30	JA	54	MKMFK	273
NISSYU MARU	Nisshu Maru	TAMAKI MARU		17	7,786	117	10	411	56	31	AM	30	MFM	186
NITIAI MARU	Nichiai Maru	YAYOI MARU		19	5,439	88	9½	400	53	26	JA	38	MFM	220
NITIAN MARU	Nichiai Maru	ORONE		12	6,198	112	10	440	57	25	GB	30	MFM	184
NITIEI MARU	Nichiei Maru			38	2,436	36	11	281	43		JA			
NITIEI MARU	Nichiei Maru			19	2,012	34	10½	251	44	20	GB	24	MFM	151
NITIEI MARU	Nichiei Maru			38	10,020	135	17	503	65	30	JA	55	MKMFK	277
NITIHO MARU	Nichiho Maru	ORTURO		12	6,363	112	10	440	57	25	GB	30	MFM	184
NITII MARU	Nichii Maru			39	6,543	101	15½	420	57		JA	23A	MKFKM	121
NITIMAN MARU	Nichiman Maru			17	1,922	27	9	250	38	18	JA	26	MFM	178
NITIMEI MARU	Nichimei Maru	ORTI		12	4,693	90	9½	400	52	25	GB	30	MFM	186
NITIRAN MARU	Nichiran Maru			38	6,500	81	18	417	57	27	JA	24A	MKFKM	172
NITIRO MARU	Nichiro Maru			39	6,534	101	15½	424	57		JA	23A	MKFKM	121
NITIREN MARU	Nichiren Maru	HEIYEI MARU		19	5,460	88	10	400	53	26	JA	38	MFM	220
NITIRYO MARU	Nichiryo Maru			39	2,750	42	13½	305	45	20	JA	23	MFM	105
NITIRYU MARU	Nichiryu Maru	KARAFUTO MARU		19	5,447	88	10	400	53	26	JA	38	MFM	220
NITIWA MARU	Nichiwa Maru	ISKIU MARU		09	4,955	81	10	400	52	25	GB			
NITIYU MARU	Nichyu Maru			38	6,817	98	15½	452	58		JA	23A	MKFKM	119
NITTA MARU				39	17,150	96	20	558	74	29	JA	10	MKFKM	46
NITTAI MARU		KRONE		21	6,484	109	10	420	54	28	GB	30	MFMK	191
NITTO MARU				20	2,186	35	10	272	40	20	JA	24	MFM	147
NITTOKU MARU		SHOKO MAIEU		05	3,591	73	9½	350	52	24	GB	30	MFM	190
NITTU MARU	Nittsu Maru			17	2,184	36	9	268	41	20	JA	24	MFM	147

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NOBORIKAWA MARU				22	2,182	36	9	268	41	20	JA	24	MFM	147
NODA MARU				12	1,242			225	47		JA			
NORFOLK MARU				21	6,576	97	13	405	53	28	JA	32	MFKM	203
NORWAY MARU				20	5,832	91	12	385	51	27	JA	30	MFM	189
NOSIRO MARU	Noshiro Maru			34	7,189	97	16	450	62	28	JA	23A	MKKFKM	125
NOSIRO MARU				19	2,333	36	8	251	44	21	GB	24	MFM	150
NOTO MARU				34	7,191	97	16	450	62	28	JA	23A	MKKFKM	125
NOTORO MARU				17	1,229	19	9	220	34	16	JA	24	MFM	157
NOJIMA				19	8,215		10	345	50	24	JA	24	MFM	133
NOZIMA MARU	Nojima Maru			35	7,190	96	16	450	62	28	JA	23A	MKKFKM	125
OGASAWARA MARU				06	1,403		11	243	34	16	JA	14	KMFM	69
OGASIMA MARU	Ogashima Maru			36	1,425	21		242	37					
OHIO MARU				20	5,873	91	9½	385	51	27	JA	30	MFM	189
OIGAWA MARU			480	41	6,100	96	12½				JA			
OKINAWA MARU				96	2,254	33	11	296	40	19	GB			
OKINOYAMA MARU #5				32	1,544	23		251	39		JA			
OKITU MARU	Okitsu Maru			39	6,666	90	17	435	59		JA	23A	MKFKM	120
OKUNI MARU	Ohkuni Maru			01	5,633	84	10	420	55	25	GB	24	MFMK	159
OKUYO MARU				38	2,904	43	11½	305	43	20	JA	23	MFM	105
OLYMPIA MARU				27	5,612	93	11	405	55	26	JA	24A	KMFKM	174
OMI MARU				12	3,393	46	13	346	46	23	GB	22	MFM	97
OMUROSAN MARU				37	9,205	117	16½	491	65	29	JA	55	MKMFK	280
ONDO				23	8,000		9	455	58	26	JA	60	MKMFK	282
ONO MARU #14				18	1,278	20	8½	220	32	18	JA	24	MFM	157
ONO MARU #18				21	1,369	21	10	225	34	18	JA	24	MFM	156
ONOE MARU				40	6,667	97	14	437	59	26	JA	23A	MKFKM	120
ONSYU MARU	Onshu Maru			04	1,185	15	8	229	33	15	NO			
OREGON MARU				20	5,873	90	12	385	51	27	JA	30	MFM	189
ORIDONO MARU				17	5,278	87	10	400	55	25	JA	38	MFMK	240
ORYOKU MARU				37	7,363	41	16½	426	57	21	JA	6	MFM	24
OSAKA MARU			148	22	3,741	59	12	345	50	24	JA	24	MFM	132
OSUMI MARU			39	06	1,284	14	10	235	32		JA	14	MFM	67
OTOMARI				21	2,300		13	200	50	19	JA	3	MFFM	4
OTOWASAN MARU				36	9,205	117	16½	491	65	29	JA	55	MKMFK	280
OYO MARU	Woyo Maru			21	5,458	88	12	400	53	26	JA	38	MFM	220
PACIFIC MARU			260	20	5,873	90	10	385	51	27	JA	30	MFM	189
PALAO MARU				34	4,495	41	14	362	51	22	JA	8	MFM	40
PANAMA MARU			43	10	5,288	76	13	400	51	26	JA	24A	MKFKM	173
PEKING MARU				37	2,289	26	13½	265	42		JA	6	MFM	26
PEKING MARU				14	3,011	51	10	305	42	23	JA	38	MFM	233
PENANG MARU				13	5,214	83	13½	405	52	25	GB			
RAKUTO MARU				35	2,962	40	12	298	45	21	JA	23	MFM	107
RAKUYO MARU				21	9,419	126	12	460	60	31	JA	11	MKFM	53
RASIN MARU	Rashin Maru			19	5,454	85	11	401	52	25	GB	38	MFM	219
RASYU MARU	Rashu Maru			01	2,347			276	41		GE			
REIYO MARU			528	20	5,446	87	12	400	53	26	JA	38	MFM	220
REKIZAN MARU				18	1,311	21	10	228	33	17	JA	24	MFM	154
RIKKO MARU				32	9,181	130	11	477	64	28	GB	62	MMF	283
RIO DE JANEIRO MARU				30	9,627	82	15	461	62	26	JA	10	MFMK	45
RISSYUN MARU	Risshun Maru			06	4,441	72	9½	370	50	24	GB	38	MFKMK	250
ROKKO MARU				23	3,038	42	12	316	46	21	JA	24	MFM	138

NAME	HEPBURN SPELLING	EX-NAME	TRANSPORT NO.	YEAR BUILT	GROSS TONNAGE	DEADWEIGHT TONNAGE IN 100 TONS	CRUISING SPEED	LENGTH, B. P.	BEAM	LOADED DRAFT	WHERE BUILT	CODE	PAGE NO.
ROKKOSAN MARU			44	11	2,175	31	9½	276	42	18	GB	46 MMF	267
ROKO MARU				12	3,328	55	9	335	48	21	GB	38 MFMK	245
ROKUSAN MARU				17	1,059	17	9	208	31	16	JA	24 MFM	158
RONSAN MARU				29	2,735	42	11	327	47	20	JA	24 MFM	136
RYOGA MARU				29	1,268	16		230	34		JA		
RYOHU MARU	Ryofu Maru			37	1,180	8	13½	227	35	15	JA	6 MFM	28
RYOKA MARU				03	5,308	90	9	412	52	26	GB	30 MFM	185
RYOKAI MARU				11	4,655	74	12	380	49	23	GB	38 MFM	224
RYOTOKU MARU				38	3,483	53	13½	347	50	21	JA	37 MFM	209
RYOYO MARU			488	31	5,974	91	12½	415	56	25	JA	38 MFMK	239
RYUA MARU				40	1,925	28	13¾	272	40		JA	46 MKMF	270
RYUHO MARU #1				18	2,241	35	9	270	39	20	JA	24 MFM	147
RYUHO MARU #2				17	2,230	35	9	270	39	20	JA	24 MFM	147
RYUKO MARU				36	5,626	75	13	396	54	21	JA	45 MKMF	265
RYUKO MARU				35	2,962	40	12	298	45	21	JA	23 MFM	107
RYUNAN MARU				11	5,106	84	10	400	52	24	GB	38 MFM	218
RYUOSAN MARU				39	2,456	36	13	279	43		JA		
RYUSEI MARU				04	2,088	36	9	288	42	19	GB	24 MFM	141
RYUSEI MARU			416	11	4,797	80	9	385	51	24	GB	38 MFM	223
RYUTO MARU	Ryutoh Maru			12	3,311	55	8½	333	49	21	GB	38 MFMK	245
RYUUN MARU				18	6,538	108	10	412	56	28	GB	29 MFKM	183
RYUWA MARU	Ryuan Maru	LUNG HO		13	1,240	25	10	229	36	17	GB	26 MFM	
RYUYO MARU				20	6,707	105	11	400	54	29	JA	30 MFM	188
RYUZAN MARU				20	4,720	74	10½	377	52	24	AM	38 MFM	225
RYUZIN MARU	Ryujin Maru			07	6,243	94	11	431	54	27	GB	24 MKFKM	163
SADO MARU				39	7,180	94	17	480	62	28	JA	15 MKFKKM	83
SAGA MARU				19	2,150	38	9	275	41	21	JA	24 MFM	147
SAGAMI MARU				40	7,100	92	17	476	62	28	JA	15 MKFKKM	83
SAGARA MARU				40	7,189	95	17	480	62	28	JA	15 MKFKKM	83
SAGAWA MARU				18	1,186	17	9	220	32	16	JA	24 MFM	157
SAIGON MARU				37	5,350	66	15	376	56	23	JA	16 MKFKM	92
SAIHO MARU				18	4,639	75	10	385	52	24	GB	38 MFM	223
SAIKYO MARU			41	36	1,293	19		218	36		JA		
SAIPAN MARU				36	5,533	42	14	382	54	21	JA	8 MFM	39
SAISYU MARU	Saishu Maru			97	2,083	35	9	290	42	18	GB	24 MFM	141
SAITU MARU	Saitsu Maru		44	11	1,037	11	9	226	33	13	JA	20 MFM	
SAKAE MARU				02	2,879	49	9	320	46	20	GB	38 MFM	232
SAKISIMA MARU	Sakishima Maru			18	1,224	19	9	220	34	16	JA	24 MFM	157
SAKITO MARU				38	7,126	94	17	479	62	28	JA	15 MKFKKM	83
SAKURA MARU			844	39	7,167	94	17	480	62	28	JA	15 MKFKKM	83
SAKURAZIMA MARU	Sakurajima Maru			18	1,281	21	90	225	32	16	JA	24 MFM	155
SAMARANG MARU				20	4,013	63	10	345	50	24	JA	24 MFM	130
SAN CLEMENT MARU				37	7,335	112	14½	432	57	29	JA	62 MMFK	284
SAN DIEGO MARU				28	7,269	114	11	430	57	28	JA	63 MMF	287
SAN FRANCISCO MARU				19	5,831	91	10	385	51	27	JA	30 MFM	189
SAN LUIS MARU				28	7,269	114	11	430	57	28	JA	63 MMF	287
SAN PEDRO MARU				27	7,269	110	11	430	57	28	JA	63 MMF	287
SAN RAMON MARU				35	7,309	113	13	432	57	28	JA	62 MMFK	284
SAN YO MARU				30	8,360	101	17	446	61	28	JA	15 MKFKM	77
SANKA MARU				18	2,495	38	10	285	43	20	JA	38 MFM	234
SANKO MARU				39	5,461	79	13	396	54	24	JA	45 MKMF	265

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NAME	HEPBURN SPELLING	EX-NAME	TRANSPORT NO.	YEAR BUILT	GROSS TONNAGE	DEADWEIGHT TONNAGE IN 100 TONS	CRUISING SPEED	LENGTH, B. P.	BEAM	LOADED DRAFT	WHERE BUILT	CODE	PAGE NO.
SANKO MARU				37	4,958	69	15	370	54		JA 23	MFM	101
SANSEI MARU				36	3,267	49	11	336	49	20	JA 24	MFM	135
SANSEI MARU				36	2,386	34	10	285	43	20	JA 25	MKFKM	176
SANTEN MARU				18	1,210	19	7	226	34	16	JA 24	MFM	154
SANTO MARU				99	1,890	28	12	260	37	21	GB		
SANTO MARU				31	3,267	49	11	336	49	20	JA 24	MFM	135
SANTYO MARU	Sancho Maru			18	1,215	19	7½	226	34	16	JA 24	MFM	154
SANUKI MARU				39	7,158	93	17	480	62	28	JA 15	MKFKKM	83
SANZIN MARU	Sanjin Maru			19	2,500	38	10	285	43	20	JA 38	MFM	234
SAPPORO MARU #11				00	2,820	45	9	320	46	20	GB 24	MFM	138
SAPPORO MARU #12				03	2,865	47	9	320	46	20	GB 38	MFMK	244
SASAKO MARU				41	7,100	95	17	476	62	28	JA 15	MKFKKM	83
SATA				21	8,000		9	455	58	26	JA 60	MKMFK	282
SATUMA MARU	Satsuma Maru			18	3,089	51	11	331	47	22	GB 38	MFM	230
SAWA MARU		HISAYOSHI MARU		03	1,264	12	11½	227	32	16	NO 24	MFM	153
SEATTLE MARU			42	09	5,774	76	13	420	50	26	JA 24A	MKFKM	172
SEIA MARU				39	6,658	96	14½	439	59	26	JA 23A	MKFKM	119
SEIAN MARU				11	1,900	28	10	272	41	18	GB 24	MFM	143
SEIAN MARU				38	3,712	50	13	351	50		JA 24	MFM	129
SEIKAI MARU				40	2,663	42	14	307	45	20	JA 23	MFM	105
SEIKAI MARU				20	3,180	50	10	305	44	23	JA 38	MFM	233
SEIKAI MARU				19	3,109	51	11	331	47	22	GB 38	MFM	230
SEIKAN MARU #1				26	2,326			356	52		JA 24	MFM	129
SEIKAN MARU #2				30	2,493			360	52		JA 24	MFM	129
SEIKAN MARU #3				39	2,787		16	361	52		JA 4	MFFM	10
SEIKO MARU				40	5,385	75	13	393	53	24	JA 45	MKMF	265
SEIKYO MARU				34	2,608	41	10½	298	45	20	JA 23	MFM	105
SEIKYO MARU			13	21	2,565	35	10½	285	43	20	JA 38	MFMK	244
SEIRYU MARU				26	1,900	28	10	255	39	20	JA 24	MFM	150
SEISIN MARU	Seishin Maru			20	1,325	20	9	233	32	16	JA 24	MFM	154
SEISYO MARU	Seisho Maru			19	5,464	84	10	410	54	24	AM 38	MFM	215
SEISYU MARU	Seishu Maru			18	1,224	18	8½	217	34	16	JA		
SEITAI MARU		TAI YANG		18	3,405	50	11	331	47	22	GB 38	MFM	230
SEIWA MARU		SHANG HO		17	1,317	20	7½	227	35	16	JA 24	MFM	155
SEIWA MARU				14	7,210	110	12	470	58	27	GB 24	MKFKM	162
SEIZAN MARU #2				37	1,898	27		272	40		JA 46	MKMF	270
SEIZAN MARU				18	2,018	34	12	251	44	20	GB 24	MFM	151
SEIZAN MARU		SHING HO	191	18	4,233	73	10	380	49	24	GB 38	MFKM	248
SEKIHO MARU				20	5,402	84	11	400	52	25	GB 38	MFM	219
SEKKO MARU	Sekkow Maru			17	3,183	51	9½	305	44	23	JA 38	MFM	234
SENKAI MARU				26	2,101	32	10	275	41	18	JA 24	MFM	146
SENKO MARU	Senkwo Maru			35	4,472	52	14	364	51	24	JA 15	MKFM	71
SENSAN MARU				29	2,776	42	11	327	47		JA 24	MFM	136
SENYO MARU				37	2,904	43	11½	305	45	20	JA 23	MFM	105
SENZAN MARU				18	1,144	20	8	225	33	17	JA 24	MFM	155
SETUYO MARU	Setsuyo Maru	BANDAI MARU		21	4,147	68	9	340	47	26	JA		
SHANGHAI MARU				23	5,259	28	18	395	54	21	GB 4	MFFMK	11
SHANGHAI MARU				19	4,104	64	10	345	48	24	JA 24	MFM	132
SIBAZONO MARU	Shibazono Maru		35	03	1,829	26	12	256	37	20	JA		
SIBERIA MARU				09	3,461	45	11½	351	44	19	GB 7	MFM	33
SIKISAN MARU	Shikisan Maru			25	4,725	81	10½	400	53	23	GB 32	MFMK	199

NAME	HEPBURN SPELLING	EX-NAME	TRANSPORT NO.	YEAR BUILT	GROSS TONNAGE	DEADWEIGHT TONNAGE IN 100 TONS	CRUISING SPEED	LENGTH, B. P.	BEAM	LOADED DRAFT	WHERE BUILT	CODE		PAGE NO.
SIMA MARU	Shima Maru			20	1,987	34	7½	270	39	20	JA	24	MFM	147
SIN AI MARU	Shinai Maru		324	21	3,794	65	10	345	50	24	JA	24	MFM	130
SIN AN MARU	Shinan Maru			18	1,278	21	8	230	33	17	JA	24	MFM	154
SIN I MARU	Shin I Maru			20	3,812	65	10	345	50	24	JA	24	MFM	130
SINANO MARU	Shinano Maru			00	6,254	67	12	445	50	25	GB	24	MKFM	161
SINANOGAWA MARU	Shinanogawa Maru	UYO MARU		33	7,503	102	15	436	59	27	JA	24A	MKFKM	170
SINGAPORE MARU				19	5,859	91	10	385	51	27	JA	30	MFM	189
SINGO MARU	Shingo Maru			17	4,740	68	9	360	51	23	JA	38	MFM	228
SINGU MARU	Shingu Maru			90	2,746	32	9	345	38	21	GB	7	MFM	34
SINHUKU MARU	Shinfuku Maru			18	2,204	36	9	272	40	20	JA	24	MFM	147
SINKO MARU	Shinko Maru			41	3,100	48	13½	318	46	21	JA	23	MFM	104
SINKO MARU	Shinko Maru			38	2,578	36	11	298	45	20	JA	23	MFM	105
SINKO MARU	Shinko Maru			35	6 480	94	14	436	58	26	JA	23A	MKFMK	113
SINKOKU MARU	Shinkoku Maru			39	10,020	134	15½	503	65	30	JA	55	MKMF	275
SINKYO MARU	Shinkyo Maru		12	32	2,672	41	10½	298	45	20	JA	23	MFM	105
SINKYO MAU	Shinkyo Maru		692	18	5,139	82	11	400	52	25	GB	38	MFM	219
SINMEI MARU	Shinmei Maru			02	2,578	26	10½	290	40	17	GB	24	MFM	
SINNO MARU	Shinno Maru			12	4,888	77	10	390	51	24	GB	38	MFM	222
SINRYU MARU	Shinryu Maru			37	4,936	69	15	366	54		JA	23	MFM	101
SINRYU MARU	Shinryu Maru			18	3,182	50	9½	305	44	23	JA	38	MFM	233
SINSEI MARU	Shinsei Maru			17	4,747	68	11	360	51	23	JA	38	MFM	228
SINSEI MARU #18	Shinsei Maru #18			41	2,800	43	13½				JA			
SINSEI MARU #6	Shinsei Maru #6			38	4,925	68	13½	371	54		JA	23	MFM	101
SINSEI MARU #3	Shinsei Maru #3			18	1,257	20	10	220	34	16	JA	24	MFM	157
SINSEI MARU #17	Shinsei Maru #17		430	19	2,556	40	10	251	44	24	AM	24	MFM	151
SINSEI MARU #5	Shinsei Maru #5			19	2,599	41	9½	254	44	24	AM	24	MFM	151
SINSEI MARU #1	Shinsei Maru #1			19	5,879	91	10	385	51	27	JA	30	MFM	189
SINSOKU MARU	Shinsoku Maru			16	3,203	51	9	305	44	23	JA	24	MFM	142
SINSYO MARU	Shinsho Maru			36	4,837	67	12	373	50	24	JA	37	MKFKM	211
SINSYU MARU	Shinshu Maru			33	4,180	64	16	360	50	24	JA	24	MFM	128
SINTEN MARU	Shinten Maru			17	1,255	20	8	223	34	17	JA	24	MFM	155
SINTO MARU	Shinto Maru			19	1,215	19	8	220	34	16	JA	24	MFM	157
SINTO MARU	Shinto Maru			19	2,246	36	9	272	38	20	JA	24	MFM	147
SINTO MARU #1	Shinto Maru #1			39	1,925	28	13½	272	40	17	JA	46	MKMF	270
SINTOKU MARU	Shintoku Maru	4MST. AUX. SAIL		24	2,518			280	44		JA			
SINTON MARU	Shinton Maru			27	1,576	25	6	249	38		CA			
SINYO MARU #5	Shinyo Maru #5			37	1,498	22		240	35		JA			
SINYO MARU #1	Shinyo Maru #1			19	1,289	21	8	221	33	18	JA	24	MFM	157
SINYO MARU #2	Shinyo Maru #2			18	1,065	18	8	210	32	17	JA	24	MFM	158
SINYO MARU #3	Shinyo Maru #3			17	1,899	33	9	251	44	18	AM	24	MFM	151
SINYO MARU	Shinyo Maru			38	4,163	63	13½	364	50	24	JA	37	MFM	207
SINYO MARU	Shinyo Maru			18	4,658	68	10	360	51	23	JA	38	MFM	228
SINYU MARU	Shinyu Maru		152	19	4,622	66	8½	360	51	23	JA	38	MFM	228
SINYUBARI MARU	Shinyubari Maru			36	5,354	77	15	392	54	24	JA	37A	MFKM	211
SINZUI MARU	Shinzui Maru			18	2,964	46	9½	310	43	22	JA	38	MFM	232
SIOKUBI MARU	Shiokubi Maru			98	3,734	53	8½	330	45	22	GB			
SIRAGI MARU	Shiragi Maru			12	3,022	34	12½	320	43	21	JA	7	MFM	36
SIRAHA MARU	Shiraha Maru			18	5,693	96	10¼	423	56	25	GB	38	MFM	213
SIRETOKA				20	8,000		9	455	53	26	JA	60	MKMF	282
SIRIYA				22	8,000		9	455	53	26	JA	60	MKMFK	282
SIROGANE MARU	Shirogane Maru			38	3,130	48	13	318	46	21	JA	23	MFM	104

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NAME	HEPBURN SPELLING	EX-NAME	TRANSPORT NO.	YEAR BUILT	GROSS TONNAGE	DEADWEIGHT TONNAGE IN 100 TONS	CRUISING SPEED	LENGTH, B. P.	BEAM	LOADED DRAFT	WHERE BUILT	CODE	PAGE NO
SISEN MARU	Shisen Maru			18	2,201	35	82	268	41	20	JA	24 MFM	147
SITISEI MARU	Shichisei Maru			38	1,911	28	13½	272	40	17	JA	46 MKMF	270
SOMEDONO MARU			40	17	5,155	85	10	400	55	25	JA	38 MFMK	240
SORATI MARU	Sorachi Maru			30	4,107	64	10	352	49	23	JA	38 MFM	228
SOSYU MARU	Soshu Maru			18	1,219	18	10	217	34	17	JA		
SOYA MARU				32	3,593		15	310	46	22	JA	6 MFM	26
SOYO MARU				31	6,081	91	12	415	56	25	JA	38 MFMK	239
SUEZ MARU				19	4,646	66	82	360	51	23	JA	38 MFM	228
SUGIYAMA MARU		AGIOS VLEOIOS		14	4,379	83	10	405	53	25	GB	30 MFM	186
SUKI MARU	Shuki Maru			16	3,164	51	90	305	44	23	JA	38 MFM	234
SUMANOURA MARU				39	3,519	40	14	344	48		JA	24 MFM	134
SUMATRA MARU				17	5,863	90	12½	385	51	27	JA	30 MFM	189
SUMIDA MARU				19	2,022	34	10	251	44	20	AM	24 MKFKM	163
SUMIRE MARU				28	1,730	243	15	243	38	12	JA	5 MFM	19
SUMIYOSI MARU	Sumiyoshi Maru			36	1,922	28		272	40		JA	46 MKMF	270
SUNGSHAN MARU				21	2,530	33	10	285	43	20	JA		
SUNOSAKI				18	9,800		12	400	50	25	JA	63 MMF	289
SURABAYA MARU				19	4,391	66	10½	345	50	24	JA	38 MFKM	248
SUWA MARU				14	10,672	27	14½	505	63	29	JA	11 MKFM	51
SYDNEY MARU				29	5,425	67	15	380	55	24	JA	16 MKFKM	91
SYDNEY MARU				19	4,105	64	11	345	48	24	JA	24 MFM	132
SYOAN MARU	Shoan Maru		268	37	5,624	86	14	407	55		JA	37 MFM	206
SYOEI MARU	Shoei Maru			36	3,580	50	10	335	48		JA		
SYOEI MARU	Shoei Maru			36	1,986	28	11	272	40		JA	24 MFM	146
SYOEI MARU	Shoei Maru			37	5,644	86	14	407	55		JA	37 MFM	206
SYOGEN MARU	Shogen Maru			19	3,083	51	10	332	47	22	GB	38 MFM	230
SYOGEN MARU	Shogen Maru			17	4,739	68	9	360	51	23	JA	38 MFM	228
SYOHEI MARU	Shohei Maru			10	3,362	51	9	321	48	21	GB	38 MFMK	245
SYOHEI MARU	Shohei Maru			03	1,092	16		212	32	14	JA		
SYOHO MARU	Shoho Maru			31	7,256	102	13½	437	58	26	JA	44 MKMK	261
SYOHO MARU	Shoho Maru			23	3,460		15	350	52		JA	7 MFM	34
SYOHO MARU	Shoho Maru			41	2,940	44	13½				JA		
SYOHO MARU	Shoho Maru			18	1,328	22	10	220	33	18	JA	24 MFM	157
SYOHUKU MARU	Shofuku Maru			37	1,936	28	11	275	40		JA	24 MFM	146
SYOKA MARU	Shoka Maru			18	1,768	26	12	249	38	18	JA	24 MFM	153
SYOKA MARU	Shoka Maru			39	1,381	21		226	36		JA		
SYOKA MARU	Shoka Maru			35	4,467	53	15	357	49	23	JA	16 MKFM	89
SYOKEI MARU	Shokei Maru			17	1,933	30	8	251	44	18	AM	24 MKFKM	163
SYOKEI MARU	Shokei Maru			38	2,556	36	10	280	43		JA		
SYOKO MARU	Shoko Maru			22	3,620		17	360	46		AM	3 KMFFM	7
SYOKO MARU	Shoko Maru			39	1,933	27		272	40		JA	46 MKMF	270
SYOKO MARU	Shoko Maru			40	5,385	75	13	399	53	24	JA	45 MKMF	265
SYOKYU MARU	Shokyu Maru			19	2,209	36	91	251	44	21	AM	24 MFM	151
SYORYU MARU	Shoryu Maru			07	4,491	73	92	376	52	23	GB	38 MFMK	243
SYORYU MARU	Shoryu Maru			19	6,519	108	10	412	56	28	GB	31 MFKM	197
SYOTO MARU	Shoto Maru			17	1,258	20	80	229	33	16	JA	24 MFM	154
SYOTOKU MARU	Shotoku Maru			19	5,254	82	10	401	52	25	GB	38 MFM	219
SYOTOKU MARU	Shotoku Maru			38	1,964	28	11	271	40	18	JA	24 MFM	146
SYOUN MARU	Shoun Maru			18	1,146	18	8½	208	32	16	JA	26 MFM	181
SYOWA MARU	Showa Maru			41	4,500	68	14				JA		
SYOWA MARU			87	38	1,354	20		216	36		JA		
				20	2,211	35	9	251	44	21	AM	24 MKFKM	163

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SYOYO MARU	Shoyo Maru			28	7,499	115	11	431	58	28	JA	63	MMF	286
SYOZAN MARU	Shozan Maru			18	2,937	49	9	305	44	23	JA	38	MFM	233
SYOZIN MARU	Shojin Maru			18	4,739	68	9	360	51	23	JA	38	MFM	228
SYOZUI MARU	Shozui Maru			41	2,700	41	14	298	45	21	JA	23	MFM	105
SYOZYU MARU	Shojus Maru			20	2,024	27	10	250	38	20	JA			
SYUNKO MARU	Shunko Maru			36	4,027	58	12½	352	50		JA			
SYUNKO MARU	Shunko Maru			19	6,781	109	12½	425	54	29	JA	30	MFM	185
SYUNSEI MARU	Shunsei Maru			11	4,939	81	10½	400	52	24	GB	38	MFMK	241
SYUNSYO MARU	Shunsho Maru			06	6,169	95	10	431	54	27	GB	24	MKFKM	163
SYUNTAI MARU	Shuntai Maru			20	2,253	34	9	252	44	20	GB	24	MFM	150
SYUNTEN MARU	Shunten Maru			28	5,623	91	13	405	55	26	JA	24A	KMFKM	174
SYURI MARU	Shuri Maru			28	1,857	27	13	260	39	20	JA	24	MFM	148
TACHANG MARU				01	2,421			282	39		JA			
TACOMA MARU			274	09	5,772	77	13	420	50	26	JA	24A	MKFKM	172
TACHI MARU				01	1,891	42		278	39		JA			
TAGA MARU				39	2,868	42	14	322	45	20	JA	45	MKMF	266
TAIAN MARU				17	3,158	43	13	315	45	21	JA			
TAIAN MARU				36	3,670	52	10	345	50	20	JA	24	MFM	134
TAIAN MARU				21	5,411	83	11	400	52	25	GB	38	MFM	219
TAIAN MARU				16	5,655	88	10	410	54	24	AM	38	MFM	216
TAIBUN MARU				20	6,581	107	9½	415	56	28	JA	38	MFKM	247
TAIEI MARU	Taiyei Maru			18	2,209	35	8	270	39	21	JA	24	MFM	147
TAIEI MARU	Taiyei Maru		45	12	2,925	46	8	298	44	21	JA	24	MFM	140
TAIEI MARU	Taiyei Maru			26	3,221	51	10	326	47	21	JA	38	MFM	229
TAIGEN MARU				17	5,660	88	10	410	54	24	AM	38	MFM	216
TAIHEI MARU			730	28	6,285	93	12	413	56	26	JA	44	KMMK	262
TAIHOKU MARU				23	1,371	15	10	225	34	17	JA	24	MFM	156
TAIHOKU MARU				99	8,252	115	11	484	57	30	GB	30	MMFMM	194
TAIHOSAN MARU				37	1,805	24	9	265	38	18	JA	24	MFM	149
TAIHUKU MARU	Taifuku Maru			39	3,520	51	13½	344	48		JA	24	MFM	134
TAIKA MARU				21	2,205	29	9½	280	43	17	JA	24	MFM	145
TAIKAI MARU				17	3,813	64	11	345	50	24	JA	24	MFM	130
TAIKAI MARU				19	2,478	42	10	303	43	20	GB	23	MFM	106
TAIKO MARU			3	37	1,925	28	13½	270	40	17	JA	46	MKMF	270
TAIKO MARU			23	37	2,984	42	10	305	45	20	JA	23	MFM	105
TAIKO MARU				24	1,812	16	10	251	39	16	JA	46	MMF	268
TAIKYU MARU				06	2,105	35	10	290	42	19	GB	24	MFM	141
TAIMEI MARU			371	36	2,883	41	10	326	44	20	JA	24	MKFMK	162
TAINAN MARU			30	97	3,175	33	11	330	43	23	GB	7	MFM	35
TAIRAI MARU				25	4,274	67	12	345	50	24	JA	38	MFKM	248
TAIRYU MARU				07	4,995	80	10½	384	52	22	GB			
TAIRYU MARU				19	2,210	35	8	270	39	20	JA	24	MFM	147
TAIRYU MARU				39	1,925	28	13½	272	40	17	JA	46	MKMF	270
TAISEI MARU				06	1,824	27	9½	266	38	18	GE	24	MFM	150
TAISEI MARU				04	2,515	41	10	301	45	19	GB	38	MFM	234
TAISEI MARU				99	3,601	55	9	341	47	21	GB	38	MFM	229
TAISEI MARU		AUX. 4 MST. SAIL		04	2,423			277	43		JA			
TAISIN MARU	Taishin Maru			18	1,723	26	10	250	38	18	JA	26	MFM	178
TAISOKU MARU				18	2,473	37	8	281	41	20	JA	24	MFM	144
TAISYO MARU	Taisho Maru			38	4,816	65	12½	384	53	24	JA	45	MKMF	265
TAISYU MARU	Taishu Maru			18	1,220	18	8½	217	34	16	JA			

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NAME	HEPBURN SPELLING	EX-NAME	TRANSPORT NO.	YEAR BUILT	GROSS TONNAGE	DEADWEIGHT TONNAGE IN 100 TONS	CRUISING SPEED	LENGTH, B. P.	BEAM	LOADED DRAFT	WHERE BUILT		CODE	PAGE NO.
TAITO MARU				35	4,467	53	15	357	49	23	JA	16	MKFM	89
TAITO MARU				17	2,727	44	8	284	45	20	JA	24	MFM	145
TAITYU MARU	Taichu Maru		30	97	3,213	37	13	330	44	24	GB			
TAIUN MARU #9				15	1,004	15		210	30		JA			
TAIYO MARU				13	4,168	76	9½	370	51	24	GB	24	MFM	
TAIYU MARU				38	1,875	26		272	40		JA	46	MKMF	270
TAIZAN MARU				02	3,930	32	14½	373	45	25	GB	4	MKFFMK	15
TAIZIN MARU	Taijin Maru			16	1,924	31	7	251	44	18	AM	24	MKFKM	163
TAIZIN MARU	Taijin Maru	HALLFRIED		22	5,155	78	10	375	51	26	DU	29	MFM	183
TAIZYUN MARU	Taijun Maru			18	1,274	19	8	228	33	17	JA	24	MFM	154
TAKAMISAN MARU				28	1,992	32	10	276	41	18	JA	64	MM	291
TAKAO MARU				27	4,282	52	15	356	49	23	JA	16	MKFM	89
TAKAO MARU				20	3,204	50	12	331	47	22	GB	38	MFM	230
TAKAOKA MARU				20	7,007	105	12	445	58	27	JA	38	MFKM	246
TAKAOSAN MARU				11	2,076	30	9½	275	42	18	GB	46	MMF	267
TAKASAGO MARU				36	9,347	60	16	463	61		JA	3	MKFFM	6
TAKATIHO MARU	Takachiho Maru			34	8,154	62	16½	453	59	24	JA	6	MFM	21
TAKE MARU				29	1,264	16	9½	228	31	17	JA	26	MFM	180
TAKEGAWA MARU				38	1,931	27	13½	272	40	17	JA	46	MKMF	270
TAKETOYO MARU				20	6,965	105	12	445	58	27	JA	38	MFKM	246
TAKI MARU				16	1,244	18	10	220	34	16	JA	24	MFM	157
TAKUSAN MARU		UNYO MARU #6		05	2,753	47	9	314	46	20	GB	24A	MKFM	168
TAKUSEI MARU				19	3,514	55	10	324	46	23	AM	38	MFM	231
TAMA MARU				18	3,052	48	9	311	44	23	JA	24	MFM	139
TAMAGAWA MARU				38	6,441	91	16	439	58	27	JA	23A	MKFMK	113
TAMAHIME MARU				18	3,081	51	9	331	47	22	GB	38	MFM	230
TAMAHOKO MARU				19	6,780	110	9⅓	425	54	29	JA	30	MFM	185
TAMASIMA MARU	Tamashima Maru			40	3,560	48	13½	344	48		JA	24	MFM	134
TAMATU MARU	Tamatsu Maru			19	4,646	65	8⅓	360	51	23	JA	38	MFM	228
TAMISIMA MARU	Tamashima Maru			39	1,931	27	12	269	40		JA	46	MKMF	270
TAMON MARU				19	8,157	131	10½	445	58	30	JA	14	MKFKM	70
TAMON MARU #1				17	3,018	55	9	311	44	23	JA	24	MFM	139
TAMON MARU #5		CANADA MARU		11	5,261	77	13	400	51	26	JA	24A	MKFKM	173
TANG YANG MARU				27	1,573			235	40		CA			
TANGO MARU			37	05	6,893	83	11	446	52	27	JA	11	MKFM	54
TANGSHAN MARU				26	2,089	28	10	280	41	18	JA			
TARUSIMA MARU	Tarushima Maru			38	4,865	69	15	370	54	24	JA	23	MFM	102
TASMANIA MARU				19	4,106	64	11	345	48	24	JA	24	MFM	132
TATABE MARU				41	6,860	103	15				JA			
TATEGAMI MARU			31	98	2,490	30	9	300	40	19	JA			
TATEISI MARU	Tateishi Maru			22	3,801	64	10½	345	50	24	JA	24	MFM	132
TATEKAWA MARU				35	10,090	135	17	503	65	30	JA	55	MKMFK	278
TATEYAMA MARU				37	1,991	27	12	272	40	19	JA	24	MFM	148
TATEYAMA MARU				37	3,787	54	13½	340	48	22	JA	38	MFM	230
TATIBANA MARU	Tachibana Maru			21	6,522	93	9	420	54	26	JA	63	MMF	288
TATIBANA MARU	Tachibana Maru			35	1,772		14	249	40	12	JA	6	MFM	27
TATUHARU MARU	Tatsuharu Maru			39	6,345	78	14½	411	56	26	JA	23A	KMFMK	123
TATUHA MARU	Tatsuha Maru			18	5,784	96	10	620	56	25	GB	38	MFM	213
TATUHO MARU	Tatsuho Maru			38	6,335	78	14⅓	411	56	26	JA	23A	KMFMK	123
TATUHUKU MARU	Tatsufuku Maru			39	1,946	28	13⅓	272	40		JA	46	MKMF	270
TATUKAMI MARU	Tatsukami Maru			39	7,064	101	12⅔	442	59	27	JA	23A	MKFKM	117

NAME	HEPBURN SPELLING	EX-NAME	TRANSPORT NO.	YEAR BUILT	GROSS TONNAGE	DEADWEIGHT TONNAGE IN 100 TONS	CRUISING SPEED	LENGTH, B. P.	BEAM	LOADED DRAFT	WHERE BUILT	CODE	PAGE NO.
TATUMIYA MARU	Tatsumiya Maru			38	6,344	78	14½	411	56	26	JA	23A KMFMK	123
TATUNO MARU	Tatsuno Maru		874	16	6,960	101	12	445	58	26	JA	38 MFKM	246
TATUTA MARU	Tatsuta Maru			30	16,975	80	19	560	72	29	JA	3 MFFM	1
TATUTAKE MARU	Tatsutake Maru			39	7,068	101	12½	442	59	27	JA	23A MKFKM	117
TATUWA MARU	Tatsuwa Maru			37	6,335	78	14½	411	56	26	JA	23A KMFMK	123
TAZAN MARU	Tajan Maru			19	5,478	86	10½	410	54	24	AM	38 MFM	215
TAZIMA MARU	Tajima Maru			16	6,995	103	12	445	58	26	JA	38 MFKM	246
TEIKAI MARU				18	1,241	19	8	225	33	15	JA	24 MFM	156
TEIYO MARU				31	9,850	140	14	492	64	31	JA	55 MKMF	276
TEKKAI MARU				39	1,926	28	13½	272	40		JA	46 MKMF	270
TEMPEI MARU				18	6,095	88	9½	407	51	26	JA	38A MFKMK	257
TENKAI MARU				17	3,200	50	11	305	44	23	JA	38 MFM	233
TENKO MARU				18	1,274	21	8½	230	33	17	JA	24 MFM	154
TENRYO MARU				38	2,231	30	11½	257	40		JA	23 MFM	
TENRYU MARU				36	4,861	69	15	366	54		JA	23 MFM	101
TENSAN MARU				29	2,776	42	11	327	47	20	JA	24 MFM	136
TENSIN MARU				18	4,236	73	11	381	49	24	GB	38 MFKM	248
TENSYO MARU	Tensho Maru			14	4,982	82	10	402	52	24	GB	38 MFMK	238
TENSYO MARU	Tensho Maru			10	3,035	47	9½	314	46	20	GB	38 MFM	232
TENTYO MARU	Tencho Maru			19	2,608	42	9	251	44	24	GB	24 MKFKM	164
TENYO MARU			70	35	6,843	100	13½	435	59	25	JA	24A MKFKM	170
TENYU MARU				02	1,119	13	6	199	32		NO	14 MFM	67
TENYU MARU				05	3,738	64	9	340	47	24	GB	24 MFM	
TENZAN MARU				20	3,142	53	9	332	47	22	GB	38 MFM	230
TERUKAWA MARU		NORA MAERSK		34	6,429	93	15	458	58	26	DA	31 MKMFKM	198
TERUKUNI MARU				99	3,589	43	11	352	42	24	GB	8 MFM	41
TERUSIMA MARU	Terushima Maru			37	3,110	48	11½	323	46		JA	23 MFM	103
TETUKAI MARU	Tetsukai Maru			41	1,925	29	13½				JA		
TETUWA MARU	Tetsuwa Maru			40	1,950	27		272	40	17	JA	46 MKMF	270
TETUYO MARU				41	1,995	30	13½				JA		
TETUZAN MARU	Tetsuzan Maru			19	2,018	32	9	285	38	19	JA	24 MFM	144
TETUZAN MARU	Tetsuzan Maru			39	1,923	28	13½	272	40	17	JA	46 MKMF	270
THAMES MARU				20	5,871	91	10	385	51	27	JA	30 MFM	189
TIENTSIN MARU				27	2,317	24	12	275	43		JA		
TIHAYA MARU	Chihaya Maru			18	1,161	20	8	225	33	17	JA	24 MFM	155
TIHUKU MARU	Chifuku Maru			19	5,857	90	10	385	51	27	JA	30 MFM	189
TIKA MARU	Chika Maru			19	1,146	18	9	210	31	17	JA	24 MFM	158
TIKUGO MARU	Chikugo Maru			07	2,462		13	310	40	22	GB		
TIKUZEN MARU	Chikusen Maru			07	2,449	29	13	310	40	22	GB		
TIRYO MARU	Chiryo Maru			38	2,224			257	40		JA		
TISIMA MARU	Chishima Maru			91	1,368	19	9	245	35	16	GB		
TITA MARU	Chita Maru			23	2,276	35	10	270	40	20	JA	24 MFM	147
TITIBU MARU	Chichibu Maru			23	1,525	18	10	250	37	17	JA	46 MMF	267
TITOSE MARU	Chitose Maru			21	2,669	33	10	300	43	22	JA	23 MFM	105
TIYO MARU	Chiyo Maru			41	6,400	96	14				JA		
TIZU MARU	Chizu Maru			20	2,304	37	9	270	40	21	JA	24 MFM	147
TOA MARU				39	6,732	96	14½	446	58	26	JA	23A MKFKM	119
TOA MARU				34	10,052	135	16	502	65	30	JA	55 MKMFK	279
TOBA MARU				16	6,995	102	12	445	58	26	JA	38 MFKM	246
TOEI MARU				01	2,324	34	10	301	42	20	GB		
TOEI MARU				37	4,004	58	13	354	50		JA	23A MKFM	111

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NAME	HEPBURN SPELLING	EX-NAME	TRANSPORT NO.	YEAR BUILT	GROSS TONNAGE	DEADWEIGHT TONNAGE IN 100 TONS	CRUISING SPEED	LENGTH, B. P.	BEAM	LOADED DRAFT	WHERE BUILT	CODE		PAGE NO.
TOEI MARU				38	10,023	135	17	503	65	30	JA	55	MKMFK	277
TOEN MARU				17	5,232	76	11	350	50	27	GB	63	MMFM	
TOGO MARU				20	2,514	43	10	251	44	24	AM	24	MFM	151
TOHO MARU				37	4,092	56	13	355	50		JA	23A	MKFM	111
TOHO MARU				18	4,717	78	12	385	52	24	GB	38	MFM	223
TOHO MARU				36	9,987	134	16½	500	65	30	JA	55	MKMFK	279
TOHUKU MARU	Tofuku Maru		550	19	5,857	91	10	385	51	27	JA	30	MFM	189
TOKAI MARU				30	8,360	101	17	446	61	28	JA	15	MKFKM	77
TOKAI MARU				05	3,099	54	8½	331	48	21	GB	38	MFMK	245
TOKATI MARU	Tokachi Maru			39	1,932	28	11	378	40	18	JA	23	MFM	107
TOKIWA MARU				18	1,204	17	9	220	32	16	JA	24	MFM	157
TOKIWA MARU			156	16	6,972	107	12	445	58	27	JA	38	MFKM	246
TOKIWASAN MARU				37	1,805	24	9	265	38	18	JA	24	MFM	149
TOKO MARU				08	4,168	65	10	367	48	24	GE	20	MFM	92
TOKO MARU				40	2,748	42	14	308	45	20	JA	23	MFM	105
TOKUSIMA MARU	Tokushima Maru			13	5,976	97	10	423	56	25	GB	38	MFM	213
TOKUZYU MARU				21	3,620		17	360	46		JA	3	KMFFM	7
TOKYO MARU				36	6,486	71	17½	425	57	25	JA	15	KMFMK	80
TOMITU MARU	Tomitsu Maru			37	2,933	43	11	305	45	20	JA	23	MFM	105
TOMIURA MARU				18	3,821	64	10	345	50	24	JA	24	MFM	130
TONAN MARU				06	9,866	130	13	460	60	30	GB	30	MKFKM	193
TONAN MARU				21	4,370	66	9½	345	50	24	JA	38	MFKM	248
TONAN MARU #2			826	37	19,425	226	13	535	74	37	JA	65	MKMKF	294
TONAN MARU #3				38	19,625	226	13	535	75	35	JA	65	MKMKF	294
TONE MARU			194	20	4,070	64	10	345	50	24	JA	24	MFM	130
TONEGAWA MARU				13	4,998	81	11	401	52	25	GB	38	MFM	218
TORO MARU				39	1,925	28	13½	272	40		JA	46	MKMF	270
TORYU MARU				89	1,992	30	8½	275	37	21	GB	20	MFM	94
TOSAN MARU				38	8,666	101	18	466	62	29	JA	15	KMKFKMK	88
TOSEI MARU			316?	20	2,433	39	11	251	44	23	GB	24	MFM	151
TOSEI MARU				19	4,364	67	10	345	50	24	JA	38	MFKM	248
TOSEI MARU				26	5,484	87	10	400	53	25	JA	38	MFKM	236
TOSIN MARU				41	1,960	29	13½				JA			
TOSYO MARU	Tosho Maru			18	1,236	19	8	225	33	16	JA	24	MFM	156
TOSYO MARU	Tosho Maru			37	1,290	19		219	36		JA			
TOSYU MARU	Toshu Maru			18	2,115	34	10	251	44	20	GB	24	MFM	151
TOTAI MARU				18	3,194	51	8½	305	44	23	JA	24	MFM	142
TOTEN MARU				00	3,823	61	8½	356	45	24	GB	24	MFM	
TOTTORI MARU			813	13	5,973	97	10	423	56	25	GB	38	MFM	213
TOYAMA MARU				15	7,090	106	11	445	58	27	JA	38	MFKM	246
TOYO MARU #1				18	2,227	37	9	272	40	21	JA	24	MFM	147
TOYO MARU #2				37	4,163	63	13½	364	50	24	JA	37	MFM	207
TOYO MARU #5				18	2,193	33	9	251	44	20	GB	24	MKFKM	164
TOYO MARU #8				18	2,191	34	10	251	44	20	AM	24	MKFKM	163
TOYO MARU				37	3,719			335	46	20	JA	13	KMFM	63
TOYO MARU				37	4,163	63	13½	360	50	24	JA	37	MFM	207
TOYOHASI MARU	Toyohashi Maru			15	7,031	105	12	445	58	26	JA	38	MFKM	246
TOYOKAWA MARU				11	5,124	82	10	385	54	25	GB	38	MFM	237
TOYOOKA MARU				15	7,098	106	12	445	58	27	JA	38	MFKM	246
TOYOSAKA MARU				40	1,967			279	39		JA			
TOYOSAKI MARU				19	2,209	35	9½	270	39	21	JA	24	MFM	147

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TOYOTU MARU	Toyotsu Maru			37	2,931	43	11	305	45	20	JA	23	MFM	105
TOYOURA MARU				13	2,510	42	10	302	46	20	GB			
TOYU MARU				18	1,254	19	8	225	33	16	JA	24	MFM	156
TSINGTAO MARU				30	4,017	28	14	360	46	20	JA	3	MFFM	3
TSUNESIMA MARU				41	4,300	65	14				JA			
TUGARU MARU				24	3,484		15	350	52		JA	7	MFM	34
TUKIKAWA MARU	Tsukikawa Maru			41	4,530	68	15	476	62		JA			
TUKUBA MARU	Tsukuba Maru			23	3,172	43	12	315	46	21	JA	24	MFM	138
TUKUSI MARU	Tsukushi Maru			25	1,858	32	10	275	41	18	JA	20	MFM	93
TUKUSI MARU #2	Tsukushi Maru #2			26	2,418	38	10½	300	44	19	JA	24	MFM	140
TURIMI	Tsurimi			22	8,000		9	455	53	26	JA	60	MKMF	282
TURUGA MARU	Tsuruga Maru			16	6,988	106	12	445	58	27	JA	38	MFKM	246
TURUGISAN MARU	Tsurugisan Mari			05	3,108	53	10	325	47	21	GB	24A	MKFM	168
TURUSIMA MARU	Tsurushima Maru			19	4,646	66	9½	360	51	23	JA	38	MFM	228
TUSIMA MARU	Tsushima Maru			14	6,754	105	12	444	58	27	GB	38	MFKM	246
TUYAMA MARU	Tsuyama Maru		936	16	6,963	104	12	445	58	27	JA	38	MFKM	246
TYOAN MARU	Choan Maru			27	2,632	29	14½	285	46	20	JA	7	MFM	37
TYOHAKU MARU	Chohaku Maru			08	1,287	17	11	231	32	20	NO	7	MFM	38
TOHAKUSAN MARU	Chohakusan Maru			28	2,131	35	10	280	41	18	JA	24	MFM	
TYOHEI MARU	Chohei Maru			20	1,718	20	11	260	39	17	JA	7	MFM	38
TYOKAI MARU #2	Chokai Maru #2			19	1,288	21	8	230	33	17	JA	24	MFM	154
TYOKAI MARU	Chokai Maru			19	1,285	21	9	230	33	17	JA	24	MFM	154
TYOKAI MARU	Chokai Maru			32	2,658	37	12	300	43		JA	24	MFM	141
TYOKO MARU	Choko Maru			23	1,794	20	10	250	39	18	JA	46	MMF	268
TYOKO MARU	Choko Maru			27	2,629	29	14½	285	46	20	JA	7	MFM	37
TYOKO MARU	Choko Maru			20	6,783	107	9	425	54	29	JA	30	MKFKM	195
TYOKO MARU	Choko Maru			39	3,516	55	14½	340	48	22	JA	38	MFM	230
TYOSA MARU	Chosa Maru			21	2,538	35	10½	285	43	20	JA	38	MFMK	244
TYOSAN MARU	Chozan Maru			40	3,939	53	14½	355	51		JA			
TYOSAN MARU	Chozan Maru			24	1,159	17	9	220	32	16	JA	24	MFM	157
TYOSEN MARU	Chosen Maru			11	3,111	51	9½	305	44	25	GB	38	MFM	
TYOUN MARU	Choun Maru			40	1,914			271	40		JA	46	MKMF	270
TYOWA MARU	Chowa Maru			39	2,719	37	13½	308	45	20	JA	23	MFM	105
TYOYO MARU	Choyo Maru			19	2,225	36	9	251	44	21	GB	24	MKFKM	164
TYOYO MARU	Choyo Maru			20	5,388	83	10	399	52	26	GB	38	MFM	219
TYOZYO MARU	Chojo Maru			27	2,611	30	14½	285	46	20	JA	7	MFM	37
TYOZYUN MARU	Chojun Maru			18	2,246	36	11	272	40	20	JA	24	MFM	147
TYOZYUSAN MARU	Chojusan Maru			28	2,131	35	10	280	41	18	JA	24	MFM	
TYUKA MARU	Chuka Maru			20	2,189	29	10	280	43	17	JA	24	MFM	145
TYUWA MARU	Chuwa Maru			40	2,719	37	13½	308	45		JA	23	MFM	105
UGA MARU				09	4,433	72	9½	376	52	23	GB	38	MFMK	243
UGO MARU				20	3,683	56	11	330	46	24	JA	24	MFM	136
UKISIMA MARU	Ukishima Maru			36	4,730	46	15	356	52	23	JA	8	MFM	41
UME MARU			198	19	5,860	91	10	385	51	27	JA	30	MFM	189
UMEGAWA MARU				39	1,931	27		272	40	17	JA	46	MKMF	270
UNKAI MARU #1				32	2,225			275	41		JA			
UNKAI MARU #7				19	2,182	36	9	269	40	20	JA	24	MFM	147
UNKAI MARU #2				20	1,709	27	9	242	36	19	JA	24	MFM	153
UNKAI MARU #3				19	3,023	49	8	310	43	22	JA	38	MFM	232
UNKAI MARU #5				00	3,282	56	8½	331	48	21	GB	24	MFM	
UNKAI MARU #6				05	3,220	53	9	331	49	20	GB	38	MFMK	245

ALPHABETICAL INDEX

NAME	HEPBURN SPELLING	EX-NAME	TRANSPORT NO.	YEAR BUILT	GROSS TONNAGE	DEADWEIGHT TONNAGE IN 100 TONS	CRUISING SPEED	LENGTH, B. P.	BEAM	LOADED DRAFT	WHERE BUILT	CODE		PAGE NO.
UNKAI MARU #8				24	1,293	19	10	218	32	16	JA	24	MFM	157
UNKAI MARU #15				18	1,209	19	8	200	33	18	JA	24	MFM	158
UNTEN MARU				18	1,025	17	7	200	31	17	JA	24	MFM	158
UNYO MARU #1				36	2,040	27	11	275	40		JA			
UNYO MARU #2				37	2,827	39	12	310	45		JA	24	MFM	140
UNYO MARU #3				19	2,978	45	9½	310	43	22	JA	38	MFM	232
UNYO MARU #5				29	2,053	32	11	276	41	19	JA	46	MKKMF	269
UNYO MARU				07	4,643	72	9½	376	52	23	GB	38	MFMK	243
URADO MARU				21	1,336	7	13½	215	37	13	JA			
URAGAMI MARU				41	4,250	64	14				JA			
URAL MARU				29	6,374	53	15	405	55	23	JA	7	MFM	32
URAZIO MARU	Urajio Maru			19	3,110	51	12	331	47	22	GB	38	MFM	230
USA MARU				41	3,900	68	15	476	62		JA			
USSURI MARU				32	6,386	53	15½	407	55	23	JA	6	MFM	25
UTIDE MARU	Uchide Maru			19	5,275	80	10½	401	52	25	GB	38	MFM	219
VENICE MARU				21	6,571	97	13	405	53	28	JA	32	MFKM	203
VICTORIA MARU		HIBI MARU		21	5,876	90	10	385	51	27	JA	30	MFM	189
WAKA MARU				19	2,036	34	10	251	44	20	GB	24	MFM	151
WAKAMATU MARU	Wakamatsu Maru		35	02	2,723	42	10	325	41	20	JA	22	MFM	98
WAKANOURA MARU			18	85	2,408	33	8	320	38	23	GB	24	MFM	138
WAKATAKE MARU				38	1,920	28	13½	272	40	17	JA	46	MKMF	270
WAKATU MARU	Wakatsu Maru			17	5,123	80	10½	400	53	24	GB	38	MFMK	241
WALES MARU				21	6,586	98	13	405	53	28	JA	32	MFKM	203
WASIN MARU	Washin Maru			18	1,861	27	10	250	38	19	JA	26	MFM	178
WOO LING MARU				06	1,298	7	10	229	40		JA			
YAE MARU				19	6,781	110	10½	425	54	29	JA	30	MFM	185
YAHIKO MARU				26	5,747	92	11½	417	55	26	JA	38	KMFKM	252
YAKUMO MARU				19	1,398	49	10	305	44	23	JA	38	MFM	233
YAMABATO MARU				37	2,557	40	14	298	45	20	JA	23	MFM	105
YAMABIKO MARU				37	6,799	101	14	442	59	27	JA	23A	MKFKMK	124
YAMABUKI MARU		ESSEX MANOR		30	5,079	92	11	405	55	25	GB	30	MFMK	191
YAMADORI MARU				38	2,905	41	11	305	45	20	JA	23	MFM	105
YAMAGATA MARU				16	3,807	63	13½	345	50	24	JA	24	MFM	132
YAMAGIRI MARU				38	6,438	93	14	439	58	26	JA	23A	MKFMK	113
YAMAGIKU MARU				20	5,236	81	11½	400	52	25	GB	38	MFM	219
YAMAHAGI MARU				19	5,426	83	12	400	52	25	GB	38	MFM	219
YAMAHUKU MARU	Yamafuku Maru			40	4,900	69	15	366	54		JA	23	MFM	101
YAMAHUZI MARU	Yamafuji Maru			20	5,360	84	11	400	52	25	GB	38	MFM	219
YAMAKAZE MARU				38	6,921	102	14	440	60	27	JA	23A	MKFKM	118
YAMASIRO MARU	Yamashiro Maru			12	3,427	47	13	352	45	23	JA			
YAMASIMO MARU	Yamashimo Maru			38	6,777	100	14	447	59	27	JA	23A	MKFKM	116
YAMATO MARU				15	9,656	58	15½	505	60	27	IT	11	MKFMK	55
YAMATO MARU				17	4,379	68	9	345	50	24	JA	38	MFKM	248
YAMATSU MARU				41	2,800	43	14				JA			
YAMAURA MARU				37	6,798	100	14	442	59	27	JA	23A	MKFKMK	124
YAMAYURI MARU				13	5,028	81	11	401	52	25	GB	38	MFM	218
YAMAZATO MARU				37	6,926	102	14	443	60	27	JA	23A	MKFKM	118
YAMAZURU MARU				41	2,700	41	14				JA			
YAMAZUKI MARU				37	6,439	93	14	436	58	26	JA	23A	MKFMK	113
YASUKAWA MARU		SILVERCYPRESS		30	6,710	102	13	455	62	27	GB	31	MFMK	196
YASUKUNI MARU				30	11,933		16	508	64	29	JA	12	MKFKM	62

NAME	HEPBURN SPELLING	EX-NAME	TRANSPORT NO.	YEAR BUILT	GROSS TONNAGE	DEADWEIGHT TONNAGE IN 100 TONS	CRUISING SPEED	LENGTH, B. P.	BEAM	LOADED DRAFT	WHERE BUILT	CODE		PAGE NO.
YASUKUNI MARU				20	3,025	51	11	331	47	22	GB	38	MFMK	245
YASUSIMA MARU	Yasushima Maru			39	1,911	28	13½	273	40		JA	46	MKMF	270
YAWATA MARU				39	16,500	96	20	558	74	29	JA	10	MKFKM	46
YAWATA MARU				35	1,852	26		270	40		JA	46	MKMF	270
YODOGAWA MARU				39	6,441	91	16	439	58	27	JA	23A	MKFMK	113
YOH YANG MARU				06	3,298	20	10	310	44		JA			
YOKO MARU				38	1,050	16		198	32		JA			
YOKOHAMA MARU				12	6,143	78	14	400	49	28	JA	14	MKFM	68
YOMEI MARU				36	2,861	41	10	326	44		JA	24	MFM	137
YONEYAMA MARU				19	5,274	85	9½	400	55	25	JA	38	MFMK	240
YORO MARU #2				18	2,218	36	10	272	40	20	JA	24	MFM	147
YOSIDA MARU	Yoshida Maru			41	2,900	44	12½				JA			
YOSIDA MARU #1	Yoshida Maru #1			19	5,425	88	10	400	53	26	JA	38	MFM	220
YOSIDA MARU #3	Yoshida Maru #3			18	4,646	66	10	360	51	23	JA	38	MFM	228
YOSINO MARU	Yoshino Maru			06	8,990	87	13	464	58	28	DG	7	MFM	30
YOSYU MARU	Yoshu Maru			16	5,711	88	10	412	54	24	AM	38	MFM	216
YOZAN MARU				18	1,227	18	9	228	33	16	JA	24	MFM	154
YUBAE MARU				19	3,217	49	8½	305	44	23	JA	38	MFM	233
YUBARI MARU #3				18	1,152	18	9	215	32	16	JA	24	MFM	157
YUBARI MARU				30	4,109	64	10	352	49	23	JA	38	MFM	228
YUKI MARU				19	5,704	89	11	400	53	26	GB			
YUKI MARU				16	3,168	51	10	305	44	23	JA	38	MFM	234
YUKIKAWA MARU				41	4,760	71	12				JA			
YUMIHARI MARU #2				18	1,186	20	8	220	34	16	JA	24	MFM	157
YURI MARU				19	6,787	110	10½	425	54	29	JA	30	MFM	185
YUZAN MARU				19	6,039	97	10	396	55	27	AM	38	MFM	222
ZAOSAN MARU				06	2,631	40	11	306	45	19	GB	24	MFMK	160
ZENYO MARU				37	6,442	95	16	439	58	26	JA	23A	MKFMK	113
ZINBU MARU				94	5,147	77	9	400	48	25	GB	24	MFM	127
ZINDAI MARU	Jindai Maru			75	1,095	10		228	27		GB	14	MFM	
ZINMU MARU				40	1,912	27		272	40		JA	46	MKMF	270
ZINZAN MARU	Jinzan Maru			19	5,216	82	10	400	52	25	GB	38	MFM	219
ZINZYU MARU	Jinju Maru			18	3,193	50	8½	305	44	23	JA	38	MFM	233
ZUIKO MARU				39	2,578	36	11½	295	45	24	JA	23	MFM	107
ZUIKO MARU				04	4,156	66	12	368	50	24	GB	38	MFMK	243
ZUISYO MARU	Juisho Maru		460	12	5,289	84	11	409	52	26	GB	30	MFMK	192
ZUIYO MARU				17	7,385	103	10½	450	58	28	GB	24	MFM	126
ZYOGU MARU	Jogu Maru			06	4,803	81	8	369	51	25	GB	38	KMFMK	252
ZYOHORE MARU	Johore Maru			32	6,182	88	13	412	56	26	JA	24A	MKFM	167
ZYUNPU MARU	Junpu Maru	HSINGYUAN MARU		98	2,223	33	9	303	38	20	GE			
ZYUNYO MARU	Junyo Maru			13	5,065	83	10	405	53	24	GB	38	MFM	217
ZYUYO MARU	Juyo Maru			26	5,458	86	12	400	53	26	JA	38	MFM	220